

# CLUB WHISKY

\$14.00 PER DOZEN.

H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

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BRAND

Per Bottle ... \$2.50  
" " " " " 1.60

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12, Queen's Road.

No. 14,685 號伍十捌千陸四萬一第 日九十月三年三十三緒光 HONGKONG, WEDNESDAY, MAY 3RD, 1905. 三拜禮 號三月五年五零百九千一英港香 PRICE, \$3 PER MONTH.

**A POWERFUL  
DISINFECTANT.**  
**WATSON'S  
HYGIENOL**  
**A. S. WATSON & CO.  
LIMITED.**  
THE HONGKONG DISPENSARY.  
[a1365]

**CUTLER, PALMER  
& CO.'S**

**"SPECIAL BLEND" WHISKY**  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a65]  
GREEN ISLAND CEMENT COMPANY.

**PORTLAND CEMENT.**  
\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st March, 1905. [a2866]

**THE TERMINUS STORES,**  
GENERAL STOREKEEPERS, COMMISSION AGENTS.  
MOST respectfully beg to inform the  
Public that they have opened a Store  
in this Colony at Nos. 60 and 61, ELGIN  
ROAD, KOWLOON, under the Style of the  
Terminus Stores and are prepared to accept all  
kinds of orders, which will be attended to and  
executed in the shortest time, and earnestly hope  
to be favoured with the kind Patronage of the  
Public.  
Hongkong, 9th March, 1905. [a660]

**COTTAM & CO.**  
HIGH-CLASS OUTFITTERS.

JUST ARRIVED:  
NEW LINE SUMMER GOODS.

**SUMMER COLOURED TUNIC  
SHIRTS, WHITE GAUZE SHIRTS,  
PYJAMA SUITS, BOSTON GARTERS,  
BADEN POWELL COLLARS, BROWN  
BOOTS.**

The Latest Fashions in High-class  
NECKWEAR.  
EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING.  
Hongkong, 24th April, 1905. [a1060]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desiring a  
few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. Hemmighan), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA".  
For Terms, apply  
[a241] THE MANAGER.

**SIEN TING.**  
SURGEON DENTIST.  
No. 10, DAGUILLAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong 21st March, 1905. [a222]

**A. LING & CO.,**  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and POOPOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [a222]

## ALARMING INCREASE IN BALDNESS!!!

and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair,  
Premature Greyness, &c., &c.

### A REMEDY OFFERED.

which possesses all the elements that go to produce a good head of hair. Its powerful, stimu-  
lating properties go straight to the hair roots—giving them a life and vigour they never knew  
before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will  
assuredly do all this for YOU, as it has done for thousands of others.

### WILSON'S HAIR WASH.

THE GREAT HAIR PRODUCER AND RESTORER.  
The Finest Dressing. Specially Prepared and Delicately Perfumed.  
A Luxury and a Necessity to every Modern Toilet.

**WATKINS LIMITED,**  
CHEMISTS AND DRUGGISTS,  
AND  
AERATED WATER MANUFACTURERS,  
(Crown Brand).  
APOTHECARIES HALL, HONGKONG. [a38]

## KÜPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Küpper,  
and see that you get it.

Telephone No 75.

### CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD CENTRAL,  
Hongkong, 29th April, 1905. [a97]

## CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Per Case.
BRANDY *****	\$22.50
" " " " " " " " " "	20.00
" " " " " " " " " "	16.75
WHISKY, PALL MALL -	20.00
" JOHN WALKER -	12.50
" C. P. & CO.'S SPECIAL BLEND -	10.50
PORT WINE, INVALIDS -	20.00
" DOURO -	13.75
SHERRY, AMOROSO -	20.00
" LA TORRE -	16.00
BENEDICTINE, D.O.M. -	40.50

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HONGKONG AGENTS. [a34]

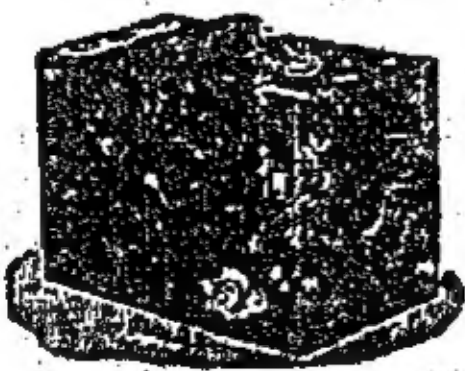
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ELECTRIZITÄT'S ACTIEN GESELLSCHAFT FORM.  
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
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GOOD WORK,  
PROMPT  
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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

## LONG HING & CO.,

PHOTO GOODS STORE,

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Hongkong, 15th August, 1904. [a39]

## LANE, CRAWFORD & CO.

ARE NOW SHOWING

NEW SEASON'S STOCK OF

SHIRTS, COLLARS, TIES.  
STRAW AND PANAMA HATS.  
SUN HATS.  
SILK & WOOL & FLANNEL PYJAMAS.  
WOLSEY  
UNSHRINKABLE UNDERWEAR.  
EXTRA LIGHT WEIGHTS FOR SUMMER WEAR. INSPECTION INVITED.

### LANE, CRAWFORD & CO.

Hongkong, 11th April, 1905. [a36]

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INTERCEPTED LETTERS, A MILD  
SATIRE ON HONGKONG SOCIETY, by  
"Betty" ... \$1.00

SEE LEE YAKO-TSE (1900-1901), by F.  
Homon ... 4.50

DANS LES RAPIDES DU FLEUVE BLEU,  
by Lieut. Hout ... 6.00

THE MARRIAGE OF WILLIAM ASHBY, by  
Mrs. Humphrey Ward ... 1.75

THE RETURN OF SHERLOCK HOLMES,  
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THE VALLEY OF THE SHADOW, by W.  
Le Queux ... 1.75

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DIALSTONE LANE, by W. W. Jacobs ... 1.75

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Lorimer ... 1.75

NOSTROMO, by J. Conrad ... 1.75

THE COLONIAL OFFICE LIST 1905  
EUROPE AND THE FAR EAST, by Sir  
B. K. Douglas ... 5.90

THE TRUTH ABOUT TIBET, by A.  
Macalister Scott ... 0.45

A BOY'S CONTROL AND SELF EXPRES-  
sion, by E. Miles; ... 4.70

NEW BOOK BY J. DYER BALL  
MACAO, THE HOLY CITY; THE GEM  
OF THE ORIENT EARTH ... 1.50

SLAZENGER'S "E. G. M."

And  
"DOHERTY" TENNIS RACQUETS.

SLAZENGER'S TENNIS BALLS.

AYRES'S CHAMPIONSHIP.  
TENNIS BALLS.

SANDOW'S OWN COMBINED  
DEVELOPER AND EXERCISER.

SANDOW'S "GRIP" DUMB BELLS.

ABDATH TOBACCO.

STATE EXPRESS 555 CIGARETTES.

QUO VADIS CIGARETTES.

CRAVEN MIXTURE. [a34]

## PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pea" WHISKIES at ... \$14.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.50  
Stop drinking rank, Smoky Stuff, because "it comes through the SODA."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.  
Once tried, preferred to all others. Sole Agents for Hongkong:  
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## "BILLIARDS"

our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it fit  
playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.

THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES  
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can  
be had on application from the Office of this paper.

## JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,  
BOMBAY.

Hongkong, 6th April, 1904. [a27-2]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

MACAO: THE HOLY CITY; THE

GEM OF THE ORIENT EARTH.

by J. DYER BALL, M.R.A.S. ... \$1.50

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Mother Goose's Nursery Rhymes ... 3.00

Nobody Knows, a Choice Illustrated  
Child's Book ... 1.50

Menus Made Easy ... 1.90

Foster's Bridge Manual ... 2.70

Foster's Bridge Tactics ... 2.70

Foster's Whist Tactics ... 2.70

For Very Little Folks. A Jumble Book ... 2.70

Printing Books for Children ... 0.80

Virgilus, by Bacheler ... 2.00

The Coming Conquest of England ... 2.00

Hazell's Annual, 1905 ... 3.00

A History of Rome, by Miles ... 6.00

Engineers' Year Book, by Kempe, 1905 ... 5.90

NEW VIEW BOOK OF HONGKONG,  
CANTON AND MACAO—24 VIEWS  
only \$1.00

SOLE AGENTS FOR CHINA FOR

THE BLICKENSBERGER

TYPEWRITERS. [a35]

## A. TACK & CO.

26, DES VŒUX ROAD CENTRAL, HONGKONG.

FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS

OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.

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PRINTING & DEVELOPING UNDERTAKEN. [a46]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel  
residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Clink Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,

Acting Manager.

THE

### PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a660]

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—  
MANAGER.

Hongkong, 10th June 1903. [a1061]

### CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the MANAGER.

Hongkong, 31st October, 1902. [a48]

### CARLTON HOUSE

HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the,  
Club Hotel and the Waverley Hotel  
have been thoroughly renovated and furnished  
in a elegant style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.

Apply to—  
THE MANAGER.

Hongkong, 7th October, 1904. [a49]

## MACAO

AND

## CANTON

### HOTELS.

#### A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

WM. FARMER,

Proprietor.

#### COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sunday,

excepted to receive and deliver perishable goods

WM. FARLANE, Manager

Hongkong, 18th November, 1901. [a52]

### AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 18 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [a53]



## INTIMATION

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

COGNAC BRANDY

Per Doz.

A. OLD PALE ... \$20.00

B. SUPERIOR VERY OLD COGNAC 27.60

C. VERY OLD LIQUEUR COGNAC 33.00

D. HENNESSY FINEST VERY

OLD LIQUEUR COGNAC ... 40.

**A. S. WATSON & CO.**  
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ALEXANDRA BUILDINGS.

[33]

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Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.  
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Lieber's  
P.O. Box, 88, Telephone No. 12

## BIRTH.

On 25th April, at Shanghai, the wife of W. H. JACKSON, of a daughter.

## MARRIAGE.

On 27th April, at Shanghai, GEORGE WASHINGTON NEAL, to MRS. MARY SIMPSON.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 3RD, 1905.

THE present position and prospects of cotton cultivation in the Northern Territory of South Australia is the subject of a long report by Mr. JOHN BOTTOMLEY, of Palmerston, for a copy of which we are indebted to the Minister for that Territory. Along with the report appears a coloured map of the world's "cotton belt," which shows large areas on the north and east of the island continent devoted to experimental culture. We fear that the colouring has not been very carefully done, for surely it is incorrect to describe the whole of China, barring a narrow strip bordering on Tibet, as devoted only to "experimental" cotton growing? However, the report is of more importance; and its opening words are well calculated to emphasise the value of the efforts of those who are endeavouring to make a plant of cotton grow where none grew before. At the present day, Mr. BOTTOMLEY reminds us, cotton occupies more attention in the commercial world than any other product. It is certainly now the most important fibre which enters into the commercial life of the textile industry; and there is probably no texture more universally worn than cotton. "So long as its price, relative to that of other fibres, remains as at present, there seems to be no limit to its production and consumption." During recent years consumption has always equalled production, and if one be increasing faster than the other, that

one is consumption. Supply will never overtake demand until the production is enormously increased. "Japan consumes practically the whole of the Chinese crop, which amounts to thirty-six million pounds." Obviously it was wrong to indicate China as a merely experimental farm. Southern America, which exports two thirds of its crop, has some millions of bales more to dispose of than it had in 1903. But this increased production of the raw material, supposing that it were likely to continue over several seasons, does not take away the object and occupation of the British Cotton Growing Association. It was not only the temporary shortage of raw cotton that called that body into existence three years ago, but the recognition of the fact that American mills are becoming more numerous, and promising to utilise an ever increasing proportion of the American grown fibre. In these parts of Australia that lie within the cotton belt (roughly forty degrees each side of the equator) we are told that "there is unquestionably a considerable area suitable as regards soil and climate, and large enough to provide for the present requirements of the British cotton industry. Queensland cotton was grown in steadily increasing bulk until the subsidy was withdrawn, and then stopped. There was a temporary revival in 1890-97, due to fresh government inducements; but the real value of the two experiments lay in the proof that marketable cotton could be grown, and in the experience gained as to the most suitable soils. The chief obstacle still in the way of extensive Australian cotton culture is to be found in the restrictions against the importation of cheap labour. Mr. BOTTOMLEY does not, therefore, expect the Queensland farmers under present conditions to regard cotton as more than an adjunct crop, for small five to ten acre plots, unless the Government comes to grant a bonus or to fix a minimum price. The same factors will influence the enterprise in the northern territories where it is now being encouraged, with, in addition, the question of transport. There is here no indigenous cotton which yields "even in its wild or semi-cultivated state," fibre of a fairly good quality; and he recommends initial experiments with this rather than with foreign varieties. Long staple varieties of foreign cotton have, however, been successfully acclimatised at Palmerston. Along the northern coast, the Commissioner found a great deal of land "admirably adapted for cotton culture," the conditions being all that could be desired. December, during the summer rains, would be the proper time for planting, the ripening beginning in May and June, when it is always cool and dry up there. The population of this Northern Territory is composed of 900 Europeans and 2,700 Asiatics, mostly employed in mining, pearling, and cattle raising. Whites get a minimum of eight shillings a day, the Asiatics from five to seven shillings. Cheaper labour is necessary. "I therefore respectfully suggest to your Government that the Federal Parliament be asked to sanction the introduction of Indians—fellow-subjects of the Crown—to a portion of the Northern Territory, under such restrictions as are enforced in the importation of coloured labour for pearl-shell fishing." It is quite pathetic to follow Commissioner BOTTOMLEY in his further pleading, that these Indians "could be confined solely to growing cotton and such other tropical products in which it is impossible to employ European labour." Pathetic, because we know how unreasonably deaf to all such guarantees are those afflicted by the bogie of coloured competition. We would greatly like to see such a development take place, and its success (given cheap labour) would be largely assured by the absence of the hurried picking frequently necessary in America, by the absence of insect pests, and by the presence of such an adjacent market for the staple as is Japan, importing \$7,000,000 worth annually.

Two more plague fatalities (Chinese) were recorded yesterday, making the year's total 37.

Mr. F. A. Hazeland yesterday fined twenty-five natives \$5 each for causing an obstruction in Des Vaux Road.

The Times says: "Whatever the fleet can do in battle, there is no doubt that it can, if Admiral Rozhdestvensky pleases, give much trouble to shipping."

The Times of March 28th publishes a full page of numbers of "Government Imperial de China" four per cent or 1895 bonds which cease to carry interest from July 1st (new style).

The *Russko Slovo* learns from a trustworthy source that the Fourth Squadron, the equipment of which is being rapidly pushed forward, will be far stronger than was originally intended, and that it will be ready to sail at the beginning of April. This perhaps means April, 1906.

The death is reported of Sir R. T. Reanin, who was Chief Justice of the Supreme Court of China, Japan, and Corea from 1882 to 1891.

In the *Naval & Military Record* of 30th March is inserted a photographic picture of Rear-Admiral William Des Vaux Hamilton, who is to be Second in Command of the China Squadron.

Two opium divan keepers of Forty Second Street were each fined \$100 by Mr. F. A. Hazeland at the Police Court yesterday for being in possession of illicit opium and preparing same. The paraphernalia was ordered to be forfeited.

The *Sloogy Shingo* commenting on the probable effect of the presence of the Baltic Fleet on Japanese shipping, points out that the large importation already made of rice and the exceptionally fine local crop make the capture of a few rice cargoes comparatively of small importance; the stoppage of supplies of raw cotton would, however, be more serious as the spinning industry is just now giving excellent results and the number of spindles has been much increased lately.

Shanghai Races on yesterday. The *N.C. Daily News* tipster thus mentions some well-known ponies:—Coriander, Polka, Lancer, Sphers, Argente, Blair Athol, and Minheimer are all going well, and should each make their owner proud on at least one occasion. I cannot leave the old ponies without referring to one of the greatest on the course, La France-Rose, Buxy's pride and Peter's joy. Don't put more than 5 cents on him, as if he wins, the dividend will be quite big enough for you to retire.

Our Shanghai contemporary devoted a lengthy article to Mr. Burbank of California, the man who is growing seedless apples and hybrid fruits. The *Daily News* remarks:—"The man has come. The food is here. Even the desert will henceforth support a teeming population, for the Californian wonder has tamed the cactus. Its spines are gone. Its woody fibre has been developed into health-giving food, its fruit to a well-flavoured substance fit for the support of man or beast." There is only one suggestion we have to make, the addition of an "s." Evidently it is the "dessert" which henceforth has to support a teeming population.

## MURDER BY AN ANNAMITE.

Saigon papers, eight days after the event, received news from the French Administrator at Puloh Condor of an assassination there on the 11th April. One of them suggests that, as there is telegraphic communication with that place, and Puloh Condor is a place whence the movements of the Baltic Squadrons might be noted, there may have been a reason for the delay.

The victim of the murder was M. Joseph Denier, a "guardian" of the French native prison on the island of Puloh Condor. It appears that M. Denier had occasion to make an unfavourable report of the conduct of an Annamite mechanic who was working out a sentence. He was sitting at breakfast on April 11th when the prisoner stepped in at a window and asked him not to mention the punishment in his report to the Governor. Guardian Denier said it must go in, whereupon the Annamite, who had provided himself with a home-made cutlass, lunged at him twice, the blade penetrating the lungs and stomach. M. Denier ran from the room, calling for help; and the prisoner, snatching up a revolver that was in the room, gave chase. He fired five times, but missed. He then disappeared. M. Denier was taken to the Gao Infirmary, where he died in great agony two days afterwards. Search is being made for the assassin. This is the fourth similar affair in two years at the same prison.

## DISOBEDIENT SEAMEN.

The master of the s.s. *Andova* charged six of his crew before Mr. Orm at the Police Court yesterday with wilfully disobeying lawful commands. Mr. H. Bailey (of Messrs. Johnson, Stokes and Master), prosecuted on behalf of the Captain, and Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for the defendants, four of whom were Greeks, and were unable to speak English.

The seaman who had acted as spokesman on board was first tried, and the evidence adduced by the Captain and First Officer stated that the man had been ordered to work, but had refused.

His Worship stated that refusing duty in the harbour was not so serious an offence as refusing on the high seas. He had not the slightest doubt that the men, though foreigners, understood the orders they had received. However, as there was no immediate difficulty to be caused in navigation by the men refusing to do their duty, he would sentence the first defendant to fourteen days' imprisonment with hard labour.

The other five defendants were then charged and the Chief Officer, recalled, stated that he gave the men the order to "turn to," and they all knew the meaning of this perfectly well.

His Worship sentenced the remaining five to fourteen days' hard labour, and stated that arrangements would be made with the Harbour Master to re-ship the men on the expiration of their sentence.

## LATEST STEAMER MOVEMENTS.

The O. & O. s.s. *Doric*, with mails, &c., from San Francisco to the 13th ult. via Honolulu, will leave Yokohama for this port via Kobe, &c., this morning, the 3rd inst., and is due here on the 13th inst.

The s.s. *Minnesota*, which sailed from Yokohama on the 5th April, arrived at Seattle on the 18th inst.

## TELEGRAMS.

[REUTER'S SERVICE.]

## FRANCE AND ENGLAND.

LONDON, 30th April.  
The British fleet will visit Brest on the 10th July, and remain until the 17th July.

## THE KING'S VISIT TO PARIS.

LONDON, 30th April.  
The King has left Marseilles for Paris and received a great popular ovation.

## DESTROYERS FOR THE BRITISH CHINA SQUADRON.

LONDON, 30th April.  
Six destroyers are leaving Gibraltar for Malta, to be docked prior to proceeding to China.

## BULGARIA AND THE POWERS.

LONDON, 30th April.  
Reuter's correspondent in Paris says that the question of transferring Bulgaria as an independent kingdom, brought before the European Governments, has not been received with any strong disfavour.

## ST. PETERSBURG AGAIN CALM.

LONDON, 30th April.  
The Easter midnight services in St. Petersburg passed off quietly, and no disturbances are expected to-day.

## THE WAR.

[REUTER'S SERVICE.]

## THE RUSSIAN SUCCESS.

LONDON, 30th April.  
General Linvitch reports that two Russian forces, on the night of the 29th ultimo, simultaneously attacked the Japanese near the town of Tunkhusian, and drove them from five consecutive positions; finally occupying Tunkhusian.

## BALTIC FLEET NEWS.

BANGKOK BOAT'S EXPERIENCE.  
The Norddeutscher Lloyd's steamer *Devanagere*, Captain Goerke, which arrived at Hongkong from Bangkok yesterday, saw the Russian fleet anchored in Van Fong Bay off Hainan. Chief Officer Mordas thus related the facts to a *Daily Press* reporter:—"When off Cape Paduan we passed a tramp which was so high out of the water that we could see her propeller going round. We surmised that she had left her cargo with the Phantom fleet, and I mentioned to the officer who was on the bridge with me, that we should soon see it. At four o'clock on the afternoon of the 29th April, when off Shala Island, we saw a three-masted cruiser which we recognised as a Russian. She was on patrol duty on the south side of the bay. The cruiser inquired the nature of our cargo, and where we were bound. We replied:—"Rice, Hongkong," and were allowed to proceed. When passing Van Fong Bay we saw 28 vessels in groups of three and four, and from their positions concluded that they were coaling. We could not see the stocks of coal on deck, but we were some distance off and our view was obscured. It was probably "washing day," as clothing was flying from the rigging of all the ships. Again, when passing the Three Kings Island we sighted their northern patrol ship. She courteously dipped her flag three times as we sailed."

ARRIVAL OF THE "OPLAND" AT MOJI.  
All doubt as to the safety of the steamer *Opland* was set at rest yesterday by a private wire from Japan announcing that she arrived at Moji yesterday from Saigon. A week ago the steamer was reported to have been captured by the Russians. In our mid-day "Extra" on Saturday we published a denial of the rumour on the authority of Messrs. Spietel & Co. of Saigon, but on the same day another telegram reached us from another source in Saigon announcing that the report of the capture of the *Beatrice* and the *Opland* had been confirmed. Yesterday's news, however, proves that if the Russian Fleet has seized any vessels at all the *Opland* is not one of them.

TO ENFORCE NEUTRAL RIGHTS.  
It is stated in Shanghai mandarin circles that the officers of the Chinese cruisers and the Wooning forts have received instructions from Nanyang headquarters to open fire upon any of the interned Russian vessels that may attempt to leave Wooning, and further that Admiral Yeh, commanding the combined Nanyang and Poiyang squadrons, has brought down four torpedo-boats, three of which are at Wooning, always with steam up. The fourth is moored to the side of the cruiser *Kingchong*, which is acting as a guardship near the vicinity of the interned vessels.—*N.C. Daily News*.

## ANOTHER OUTRAGE ON A FOREIGNER.

In a letter from Huchen, Che, the *N.C. Daily News* is informed that on Tuesday, the 18th April, Mr. James V. Latimer, of the American Baptist Missionary Union, went outside the West Gate to see a procession. While standing in the company of spectators he was attacked by six or eight carriers, who had stopped to rest. He was struck in the face and about the back and shoulders, also once over the head with a carrying pole. He was able to break away and run; and was followed for about a mile by ten or twelve men. By forcing one canal, and ferrying another, and by hiding in a bamboo thicket for a couple of hours, he was eventually able to make his way back into the city. The attack was wholly unprovoked and was, apparently, simply an outburst of anti-foreign feeling.

In the trouble Mr. Latimer lost a kodak, and a Chinese friend who was also attacked because of his being with a foreigner, was beaten and robbed of his watch, ring, umbrella, and money.

## SUPREME COURT.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SHIRCOMBE SMITH  
(PUNISH JUDGE).

SUI YUEN FIRM v. H. BROWN.

The Sui Yuen firm, of No. 72, Wanchai Road, contractors, sued H. Brown, trading under the name of H. Brown & Company, the American Bakery, No. 82 and 83, Praya East, for \$104.30, balance due for work done and material supplied. Mr. Otto Kong Sing appeared for the plaintiff.

Mr. M. J. D. Stephens, who had been retained for the defence, said he wished to withdraw. Mr. P. W. Goldring said that he also had been instructed to appear for the defence, and asked for an adjournment to bring a witness. This was refused and Mr. Goldring asked leave to withdraw from the case also.

After hearing the evidence His Honour said:—"The claim is for \$108.30, less \$4 said to have been paid on account. The parties agree except in respect of three items, viz., two bread boxes for which the plaintiff charges \$52. He said the wood cost \$36, and the balance of \$16 is for workmanship. He told the Court that the \$36 worth of wood was represented by a bill he showed, but unfortunately for him three of the pieces of pine bought, which he says were employed in these boxes, were bought four days after the boxes were delivered. It was, therefore, impossible for him to have put these into the boxes. He, therefore, put into the work five pieces of wood at \$4.50 each. That makes \$22.50, and adding another \$12.50 for workmanship makes it \$35, which the defendant is prepared to pay. We come to the question of trespass, and I think the story of the defendant as regards these is the more likely of the two. These were, he said, made out of the very lumber purchased for these particular boxes. I do not allow anything on that account. I do not allow anything for the hard work, because there is only the plaintiff's word against the defendant's. The claim must, therefore, be reduced to \$82.30, with costs."

## ALLEGED INFRINGEMENT OF A PORT REGULATION.

Before Mr. F. A. Hazeland (First Police Magistrate) and Mr. Basil Taylor (Nautical Assessor) at the Police Court yesterday, Captain Lator, licensed pilot, was charged with that on the 19th March, while in charge of the s.s. *Slavonia*, he unlawfully did infringe a regulation made by the Harbour Master in not bringing the said ship up to the No. 1 Wharf of the Godown Company as to avoid accident and damage to the said ship, which struck No. 2 wharf and was damaged thereby. Mr. Looker (of Messrs. Deacon, Looker and Deacon) prosecuted, and Mr. Wilkinson (of Messrs. Wilkinson and Grist) appeared for the defendant.

Mr. Looker supplied their witnesses with a plan of the Kowloon wharves, explained to them the conditions governing the berthing of ships on either side of a wharf, and described the nature of the tides in connection with the wharf in question. He further stated that it was the duty of a pilot to use his utmost care and diligence, and more so, was expected from him than from the driver of a carriage. If it were proved that this accident could have been avoided, he submitted that the negligence proved a breach of the regulation. The Godown Company took no responsibility for the berthing of ships, but had a wharfinger to render assistance if necessary. It was an improper thing for the pilot to carry out his manoeuvres for going alongside with four or five Chinese launches hanging on to the side of his ship, as serious damage might have occurred to the ship, and it was merely a matter of luck that she sustained no more damage than she did. There had never been any accident under the old Chinese pilots, but since the new Ordinances had been introduced there had been imminent risk, and it was to remind the present pilots of the care it was necessary for them to exercise that these proceedings were being instituted. The points he wished to introduce to their worships consideration were (1) The pilot did not adopt the ordinary precaution of going close up to the wharf to ascertain the state of tide; (2) when turning the ship to head her into the shore he did not turn her in the right place where ships are ordinarily turned, but turned her too far out and too far down; (3) he failed to hand out the stern rope as soon as the launch went for it; (4) he also failed to hand out at once the extra tow rope which the launch was sent for; (5) he passed the stern rope through the bollard at the stern of the ship, which prevented his getting the proper purchase on; (6) he attempted to berth the ship with four or five launches on her starboard side.

Evidence was led and the case adjourned.

## GERMANY AND MOROCCO.

The Times published this letter:—"Sir.—In his speech in the Reichstag, on March 29th, Count von Bellow as reported by your Berlin correspondent to have said that the commercial interests of Germany in Morocco were 'very considerable.' Is that so?"

Taking Tangier, where the German Emperor (vile-to-morrow, the latest Consular statistics (Vice-Consul Wyldhouse Smith's report, dated December 30, 1904, No. 3,322, annual series) give the following suggestive comparisons:—

Exports.	Average	Imports.	Average
1903.	1899-1902.	1903.	1899-1902.

United Kingdom £132,703 £38,622 £206,246 £186,492

France..... 40,968 26,259 120,038 99,176

Germany..... 8,000 13,138 37,345 44,499

At Larache the exports to Germany were valued at £2,587 and the imports from Germany at £22,234. German imports at this port being less than half those of Belgium (£74,668). At Tetuan German exports and imports resembled the statistics of Ireland—there were none.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held in the Board Room yesterday afternoon. Hon. Dr. F. Clark (President) presided, and there were also present Hon. Mr. W. Chatham (Vice President), Mr. F. J. Bodeley, Major Josling, Mr. H. W. Slade, Mr. A. Ramjahn, Dr. Pearce, Mr. Lau Chu Pak, and Mr. W. Bowen Rowlands (Secretary).

## WELCOME TO NEW MEMBERS.

The President—Gentlemen, before proceeding with the ordinary business of the meeting, I feel quite sure that you would wish me to extend to the two new members a hearty welcome. Major Josling has taken the place of Colonel Webb and Mr. Slade (that of Mr. Hewitt). We shall derive considerable benefit from their presence on this Board (Applause).

## MODIFICATIONS AND EXEMPTIONS.

Applications for modification and exemption from the requirements of the Public Health and Buildings Ordinance were dealt with.

## A NEW CONTRACTOR.

An application on behalf of Yuen Wo (Contractor) requesting that his name be placed on the list of Authorized Drainage Contractors was granted conditionally.

## MORTALITY STATISTICS.

The mortality statistics for the week ended the 15th April, death rate per thousand per annum, showed the following figures:—British and foreign civil population, 39.9; previous week, 29.9; corresponding week last year, 15.4. Chinese population, 17.6; previous week, 17.5; corresponding week last year, 24.2.

## LIMEWASHING RETURN.

The return showed that 3,534 houses were lime-washed in Central district during the fortnight ended the 25th April.

## RAT RETURN.

The rat return for the week ended the 29th April showed that 446, including seventeen infested, were caught in the City of Victoria, and 186, including ten infested, in Kowloon.

## YANGTSE STEAMER BURNED.

The destruction by fire of the Indo-China steamer Navigation Co.'s river steamer *Yuenwo* is reported, on April 26th. It occurred on the voyage from Hankow to Shanghai, with 120,000 bags of rice and many passengers, including foreigners, at a point about twenty miles beyond Tungchow. A panic among Chinese passengers caused a heavy loss of Chinese life, two of the boats being swamped in a rush. Some jumped overboard and were drowned; others were burned while trying to rescue their property. Official estimates put the casualties at thirty or forty; Chinese reports make it fully two hundred. One compartment sank because of the load of dollars and sycee he carried; but he got rid of it, and was picked up. The ship is beached now on at Tungchow, and was expected to remain at latest advices. The *N.C. Daily News* adds the following thrilling story:—

Mr. Alfred Ross, who was a passenger on the steamer had a very narrow escape. He was awakened by the noise and had left his cabin in time to get away by the first boat, but seeing the confusion and the Chinese he ran aft and endeavoured to assist in restoring order. After throwing over lifebuoys, he assisted the 3rd officer to lower one of the port side boats. It was immediately filled by about 100 Chinese and swamped, the occupants being thrown into the water. Another boat was lowered, crowded, and swamped in the same way. While a third boat was being let down it cantered over and Mr. Ross was caught by the leg in the hatchways, remaining fixed and immersed up to the body in water for sometime. He was rescued with some bruises and then attempted to escape on some spar, but only succeeded in drifting round to the stern of the vessel where he clung on to the signal hailing. The water was full of struggling and drowning Chinese, and several of these clung on to Mr. Ross and almost pulled him under. When he was almost exhausted he managed to attract the attention of one of the ship's officers in a boat and was dragged on board. So narrow was his escape that the bodies of two dead Chinese were still clinging to his clothes, when he was rescued. Mr. Ross was then cared for on board the *Suifu* by which he travelled down to Shanghai. He desires to express his thanks to the officers of that ship and also to those who picked him out of the water. In Mr. Ross's estimation very few of the Chinese who crowded the two boats that were swamped survived. The shore was lined with natives and sampans, but no attempt was made by them to assist in rescuing the unfortunate passengers.

The *Yuenwo* is a steel twin-screw steamer, 273.5 feet in length, 40.5 feet in breadth, 13.1 feet in depth, and of 2,322 tons gross and 1,538 tons net register. She was built in 1883 by Messrs. S. C. Farranham and Company for her present owners, the Indo-China Steam Navigation Company, Ltd.

The str. *Suifu* brought down to Shanghai the following passengers from the *Yuenwo*: Mr. and Mrs. Masse, Messrs. Ross and Komar, and the following officers Messrs. Martin, Henderson, Simmons, Chalmers, Jamieson and Melig, together with 264 natives. Her report is as follows: At 3 a.m. on the 26th instant, passed the I.C.S. S. *Yuenwo* burning at Tungchow. The European and Chinese passengers were all saved except about 30 Chinese. Stayed by the burning ship until 10.30 a.m. The captain, chief officer and chief engineer remained at Tungchow.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 2nd at 6.25 a.m. Red S. Cone and Drum lowered.

At 11.55 a.m. The barometer has fallen over E. Japan, and risen on the China coast. The northern depression first notified on the 29th ult., is passing into the Pacific to the E. of N. Japan.

The depression in the China Sea is no longer traced. Pressure is highest over N. China. Gradients slight on the China coast and moderate N.E. winds may be expected in the Formosa Channel, and moderate S.E. winds along the northern shores of the China Sea. Forecast:—Light to moderate S.E. winds; fair.



## SHANGHAI RACES.

## FIRST DAY—2nd MAY.

Stewards—Messrs. A. McLeod (Chairman), C. Breckers, H. J. Craig, W. S. Jackson, D. Landale, John Liddell, R. Macgregor, S. W. Pratt (Clerk of the Course) and F. J. Burdett (Secretary).

Shanghai races began yesterday. We are indebted to Mr. T. F. Hough, of the Hongkong Jockey Club, for the records.

SUBSCRIPTION GRIFFIN PLATE.—Value, Tls. 200: Second pony, Tls. 50; Third pony, Tls. 25: For subscription griffins of this meeting. Three-quarters of a mile.

Mr. Bruce Robertson's Tiana (Mr. Burkill) 1  
Mr. Two-vees May Duke (Mr. Cumming) 2  
Mr. Jollibenn's Dolequick (Mr. Watte) 3

Time—1:35.

CRITERION STAKES.—Value, Tls. 400: Second pony, Tls. 100; Third pony, Tls. 50: For China ponies. One mile.

Mr. Bruce Robertson's Godly (Mr. Burkill) 1  
Mr. John Peck's Ard Patrick (Mr. Moring) 2  
Mr. G. H. Potts' Heather King (Mr. Cumming) 3

Time—2:45.

GRIFFIN PLATE.—Value, Tls. 400: Second pony, Tls. 100; Third pony, Tls. 50: For China ponies that have never won at any meeting. Three-quarters of a mile.

Mr. Quebec's Celtic (Mr. Fearon) 1  
Mr. Charley's Athelred (Mr. Burkill) 2  
Mr. Dargor's White Blaze (Mr. Crighton) 3

Time—1:32 3/5.

CATHAY CUP.—Value, Tls. 250: Second pony, Tls. 50; Third pony, Tls. 25: For China ponies, griffins at date of entry allowed Tls. One mile and a half.

Messrs. Toog and Barley's Zambesi (Mr. Willeumier) 1  
Messrs. Common and Robson's friendship (Mr. Burkill) 2  
Mr. G. H. Potts' Highland King (Mr. Cumming) 3

Time—3:21 4/5.

JOCKEY CUP.—Value, Tls. 200: Second pony, Tls. 50; Third pony, Tls. 25: For China ponies that have never won a race. Subscription griffins of this meeting allowed Tls. To be ridden by jockeys who have never had more than two winning mounts at Shanghai, Hongkong or Tientsin. Jockeys: non-winners allowed 5lb.; winners of one race, weight for inches as per scale; winners of two races, Tls. extra. One Round.

Mr. H. Morris' Redberry (Owner) 1  
Messrs. Toog and Speale's Maas (Mr. Hooper) 2  
Mr. Ralston's The Snipe (Owner) 3

Time—2:14.

HART LEGACY CUP.—Presented by the late Mr. James Hart, value, Tls. 100 with Tls. 150 added; Second pony, Tls. 50; if five or more starters, Third pony, Tls. 25; for China ponies. Half a mile.

Mr. Two-vees Hokoku (Mr. Cumming) 1  
The Ring's Lancer (Mr. Meyerink) 2  
Mr. Ellis Kodocorie's Somali (Mr. Crighton) 3

Time—5:4 1/5.

SHANGHAI GOLD CHALLENGE CUP.—Presented, value, 500 guineas; for China ponies, being bona fide griffins at date of entry; to be won twice in all by ponies the bona fide property of the same owner or owners; entrance, Tls. 10. First pony to receive Tls. 100. Second pony, Tls. 10, and Third pony, Tls. 50; if the cup is finally won, when the Second pony will receive 75 per cent, and the Third pony 15 per cent of the entrance fees. One mile and a quarter.

Mr. Oswald's Arditi (Mr. Burkill) 1  
Mr. H. Morris' Cross-in-hand (Mr. Campbell) 2  
Mr. Quebec's Cedric (Mr. Fearon) 3

Time—2:41 3/5.

KIANGSU CUP.—Value, Tls. 250: Second pony Tls. 50; if five or more starters, Third pony, Tls. 25; for China ponies; Jockeys that have never won an official race allowed 5lbs. One mile and three-quarters.

Mr. Oswald's Black Athol (Mr. Cumming) 1  
Mr. Wingard's Algerine (Mr. Marling) 2  
Mr. Nephew's Minheimer (Mr. Hayes) 3

Time—3:57 1/5.

CHIHUI CUP.—Value, Tls. 200: Second pony, Tls. 50; Third pony Tls. 25; for subscription griffins of this meeting; winners of the Subscription Griffin Plate, 10 lbs. extra. One mile.

Messrs. Richmond and Oswald's Caliban (Mr. Campbell) 1  
Mr. Ellis Kodocorie's Desert Chief (Mr. Vida) 2  
Mr. H. Morris' Cinnamon (Mr. Fearon) 3

Time—2:12 2/5.

GRAND STAND STAKES.—Value, Tls. 250: Second pony, Tls. 50; if five or more starters, Third pony, Tls. 25; for China ponies, being bona fide griffins at date of entry, which have been purchased at an auction of untried griffins by a member of the Shanghai Race Club after the 1st of February 1905; winners of any race, 7 lbs. extra; Jockeys who have never won an official race allowed 5 lbs. One mile.

Mr. Dargor's Burma (Mr. Crighton) 1  
Mr. Carl's Usadilla (Mr. Vida) 2  
Mr. Elms Glen Rosa (Mr. Burkill) 3

Time—2:11.

Happy the man who hasn't the money to make a plunge and has the wife to make a home.

## OPENING OF THE NEW SAILORS' INSTITUTE.

The opening ceremony in connection with the New Sailors' Institute, 72 and 73 Praya East, was performed by His Excellency the Governor, Sir Matthew Nathan, yesterday afternoon. Amongst those present were Sir H. S. and Lady Berkeley, Admiral Curzon-Howe, Hon. Captain Barnes-Lawrence, R. N., Hon. Dr. Clark, Mr. H. B. Pollock, K.C., Rev. J. H. France, Mr. and Mrs. G. H. Piercy, Rev. F. T. Johnson, Captain Milroy, Mr. and Mrs. E. G. Woodward, Mr. and Mrs. Hippell, Mrs. Hoare, Rev. C. H. Lickling, Mr. and Mrs. Stricker, Rev. C. Gordon-Vandin, R. N., Rev. G. Souda, C. F. and R. A. J. B. Ponsbury, His Excellency's A.D.C. An apology was received from His Lordship, Bishop Hoare, regretting his inability to be present owing to a longstanding engagement. The Hon. Mr. Gershom Stewart, who was to have taken part in the opening ceremony was also absent owing to the non-arrival of the C.P.R. steamer *Empress of Japan* on board of which Mr. Stewart is a passenger.

After an opening prayer, the Rev. J. H. France, before calling upon His Excellency to perform the opening ceremony, said that his thoughts went back some two years to a time when they were compelled to close an institution which had been doing very good work on this side of the harbour for some years. Very reluctantly they decided to close that institution known as the "Star" Coffee House, and from that time the Committee had set themselves to work if possible to provide a place of their own, and obtain a site for same on some suitable situation. Hongkong was in need of such an institution to meet the wants of sailors—especially of His Majesty's service—when on shore on 48 hours leave. Moved by the fact that beds were really very limited, and existing institutions were not able to meet the needs of the men when ashore, the committee were led to approach His Excellency to ask if by any possible means they might obtain on favourable terms a grant of Government land. His Excellency lent him aid in a most cordial and sympathetic spirit, and did what was possible to forward the project, but unexpected difficulties arose, and the site they had hoped to obtain was not at present available. Acting again on His Excellency's suggestion, they endeavoured to rent a house or houses for the purpose of carrying on this work. They were led to apply to the Hongkong Land Investment Company, and obtained the present houses on a three years' lease, at a moderate rental, and with power to alter and adapt to meet the needs of the work.

The premises at present were a mere shell and there was a good deal of furniture to arrive. When this arrived and was put into position the institute would be in every respect such as a sailor ashore for the night would find very comfortable. They hoped later to have a better supply of literature, and a good billiard table. Men's would be supplied as nearly as possible at cost price so as not to make a too heavy demand on the pockets of those who made use of the place. They would endeavor as far as possible to cater for the spiritual, moral and material needs of man, who was a many-sided animal and needed something more than facts something more than the spiritual side of nature. They wanted to catch him on every side if possible. He hoped they would be able to form nobler aspirations and advance those who frequented the institute a little nearer the realization of perfect manhood. If such were realized they would have reason to think that the institute did not exist in vain. Before sitting down he wished to express his deep sense of gratitude personally to His Excellency for the very kindly interest he had taken in the work which he had greatly helped forward. (Applause.)

His Excellency, who on rising was loudly cheered, said—Ladies and Gentlemen, I am grateful to the Rev. Mr. France for giving me the opportunity of being here this afternoon. His invitation to me, and also the remarks which he has made, refer to the sympathy I have shown towards the Seamen's Mission. I am sorry it is not practical to put that sympathy into the form of government assistance to replace the old "Star" Coffee house which, as we have been told, closed two years ago for want of funds; but the government is always very careful when asked to give to one section of the community the funds or property which it holds in trust for the community at large. However, a site shall be reserved, and lent to the Mission on favourable terms. I have been thinking over a scheme which I will discuss with the gentlemen managing the affairs of the institution, and it may then be possible to provide a permanent home at an earlier date. Meantime I am glad, as you all are, that it has been found possible to open temporary premises for the benefit of seamen ashore. Seamen ashore are a special class, because they are mainly ashore for the purposes of recreation. Their work is done at sea where we do not see them. It is not then to be wondered at that some unpleasant forms of recreation—having regard to a great resort like this—such as cases of insobriety and frequenting low houses, should come before our eyes in Hongkong, which tend to lower the prestige of the white man before the Chinese, and depreciate sailors' respect, which as a class they deserve from all those who appreciate what the sailors have done for our country, and have at heart the maintenance, good order, and good name of the colony. And this house has been started to provide decent accommodation for the sailor at night and reasonable recreation for him during the day, and the kindly and sympathetic influence and assistance of the Chaplains of the Mission. It is with great

pleasure, therefore, that I declare the house to be now opened (applause).

Admiral Curzon-Howe, the Commander-in-Chief, General Villiers-Hutton, desired him to express to His Excellency and the ladies and gentlemen present, how sorry he was that he was unable to attend the opening ceremony. The speaker then proposed that the best thanks of this meeting be given to His Excellency the Governor for his kindness in having consented to open this Institute, and for the sympathetic interest that he has taken in its establishment. His Excellency's brief response terminated the ceremony, after which His Excellency was shown over the premises.

## SHANGHAI-NANKING RAILWAY.

FIRST 500 TURNED.  
The N.C. Daily News translates an April 26 report: The official and-entertaining ceremony in connection with the Shanghai-Nanking railway line, which should have taken place last June but was postponed because of the illness of H.E. Sheng Kung-pao, took place yesterday morning. At 11 a.m. a company of about seventy to eighty persons assembled at the Shanghai Station where a guard of honour of the newly-enrolled members of the railway police, a force which has been formed by Mr. Sheng Tzu-ho, was drawn up on the platform. The guard presented a very smart appearance. The company proceeded by special train down the railway in the Soochow direction to a spot on the side of the new railway where a match had been erected. Those present included His Excellency Sheng Kung-pao, Director-General of the Imperial Chinese Railways, Lord Li, Assistant Director-General, Messrs H. E. R. Hunter, Manager Hongkong and Shanghai Bank, H. Kewick, Special Representative of the British and Chinese Corporation, Limited, Wang Chien-shan, Chief Counselor of the Shanghai-Nanking Railway, Mr. Shiao-chang, Assistant Director of the Land Purchasing Office, and the Poochun magistrate. The Board of Commissioners of the Shanghai-Nanking Railway was represented by Messrs. David Landale (Chairman), A. H. Collinson, M. Inst. C. E. (Engineer-in-chief) Chen Oi-tung, Shou Tzu-ho, and E. Morris (Secretary). There were also present Messrs E. J. Dunstan, Locomotive Superintendent, W. G. Egan, Executive Engineer, F. G. Moulie, Station Engineer, and the Engineer-in-Chief, who addressed the company as follows:—

"Your Excellencies and Gentlemen,—You have been kind enough to come here today in very bad weather (at rather short notice I am afraid) to witness in the East an old Western world ceremony, the formal turning of the first sod of a railway which His Excellency Sheng Kung-pao, Director-General of the Imperial Chinese Railways Administration, kindly consented to perform on the 17th day of the 5th moon of last Chinese Year (corresponding to the 20th June, 1904, of the Western calendar), but which, owing to the very regrettable and lengthy illness of His Excellency has had to be postponed until today which, I believe, is the first occasion His Excellency has left his house since his illness, and I am sure you will all unite with me in congratulating him on his recovery and return to active life."

Although construction work has been in active progress for some months, the ceremony which His Excellency is about to perform may be regarded as the official commencement of the construction for the Imperial Chinese Railway Administration of a system of railways by the British and Chinese Corporation, Limited, a British Company whose interests are so ably represented locally by their joint agents, Messrs. Jardine Matheson & Co., and the Hongkong and Shanghai Banking Corporation, and in particular of the railway forming part of their system from Shanghai to Nanking, which, I firmly believe, will become one of the most important and profitable railways in China, if not in the world.

Everything must have a beginning, and trifling though the actual ceremony which you are about to witness may appear, I can assure you we engineers regard its performance with very great respect and reverence because, no matter how many delays and postponements have preceded its accomplishment, once done it remains to us as a mark of honour, of "face" in fact, that the work must continuously proceed to fulfilment, to completion, and there must be no further delays or postponements. You are all of you familiar with the history of the Shanghai-Nanking Railway, the conception of which was, I believe, due to the pioneer railway engineer of China, the late Gabriel James Morrison, M. Inst. C. E., whose recent death we all greatly deplore, and no one more so than myself; the construction of this railway had been, I know, his life's ambition.

I have not been long enough resident in China to venture opinions on its past history, but this I will say: to-day will mark an epoch in the future history of China, of Shanghai, Nanking, Soochow, the capital of the province of Kiangsu, and of the whole Valley of the Yangtze.

Gentlemen, I will not detain you longer, but will now ask Mr. Henry Kewick, the Special Representative of the British and Chinese Corporation, Limited, to initiate His Excellency into the mysteries of the ceremony, and to present him with the spade necessary for its accomplishment. Mr. Kewick in a few well-chosen words then made a "pade" to His Excellency, who dug the sod and tipped it into the new bank.

His Excellency returned his thanks to Mr. Kewick for the kind words he had used, in a brief speech. He hoped that Mr. Kewick would cable to the Corporation in London to the effect that he had performed the formal ceremony, that he wished the railway every good wish, and hoped that it would work mutually for the benefit of both Chinese and foreigners.

The company then returned to the station, where refreshments were served and a few congratulatory speeches delivered. Mr. Henry Kewick proposed the health of the railway and His Excellency Sheng also made a few remarks. Mr. Hunter, Manager of the Hongkong and Shanghai Bank, proposed the health of His Excellency the Director-General which was heartily drunk by the assembled company.

## CHINA TEA.

Not so many years ago, says the *Medical Press*—in the days of our grandparents, to wit—the costly tea of China was sipped daintily from tiny porcelain cups. Nowadays the man in the street quaffs the coarser decoction of India and Ceylon from vessels that would be considered dwarf-like if they held anything less than a quart of a pint. But your real judge of tea still lingers over his choice Peking and rare Souchong with a zest unknown to the haphazard consumer of makeshift crudities of Indian origin. It was the true and original China leaf that the late Sir Andrew Clarke had in mind when he advocated quickly-brewed tea as an aid to digestion. *Globe*.

## A HUMANE (?) DECREE.

The N.C. Daily News translates an April Decree of the Chinese Throne as follows:—We received the report of Wu Tiang-fang and Shen Chia-pen with regard to the revision of the laws of the Empire to meet the requirements of the present age. As a matter of fact, death by decapitation was the severest punishment permitted in the laws of the Imperial Dynasty (before the conquest of China), but when our ancestors entered this country the old laws of the preceding Ming dynasty were embodied into our own, in consequence of which such extreme sentences as death by Linch'ih (hanging process) and the like was allowed in order to serve as a warning to the wicked and reckless. This sort of punishment is not a merciful one and is contrary to our desire in the dispensation of justice and mercy. In view of this, therefore, since our Ministers are engaged in the work of revising our laws we hereby command that only the sentence of decapitation shall be put on criminals guilty of the death penalty, and further command that from henceforth the sentences of Lingch'ih, exposure of the head after decapitation, and beheading the corpse of a malefactor, under a sentence of decapitation when alive, shall be abolished for ever. As for those criminals who, under the old laws, have been sentenced to decapitation with exposure of the head afterwards let them merely be summarily beheaded. Those who have been sentenced to summary decapitation shall have it changed to summary strangulation, while criminals condemned to summary strangulation are to wait until the grand autumn assizes for final hearing. Persons under sentence of decapitation after the assizes shall be strangled after the grand autumn assizes; that is to say such sentence already given is according to the decree to be commuted to one degree. A person, moreover, who has been found upon trial to be an accessory before the fact is to be punished, but anyone not under this category is to be released. Furthermore the punishment of branding a criminal and such like is also to be abolished. The memorialists are also commanded to work diligently and carefully in the day which has been given them to perform and to lose no time over it so that the revised laws may be speedily written and published for the knowledge of whole Empire.

## THE CHINESE METTLE.

Within the last few days we have had to chronicle several attacks on foreigners by Chinese in this and the adjacent province. The circumstances attending the affair at the Ta Sheng Loong cotton mill on Tuesday will be the subject of inquiry at the Mixed Court, and we therefore, our comment until the full facts are brought to light before the Magistrate and the Assessor. The fact, however, remains that whatever the causes which led up to the unfortunate disturbance, two foreign residents of this Settlement were in such danger from a body of natives, that they had to be rescued by a posse of police, and although their injuries are happily slight, the affair is one of which it is to be hoped serious notice will be taken. It is impossible to shut one's eyes to the fact that there is still about the feeling of hostility to the foreigner, and it is to be feared that it is fostered rather than repressed by the officials and gentry. The mandarins are generally careful to show their opposition in a more subtle way than by actual violence, but it is there all the same. We have not forgotten incidents which have occurred in connection with the building of the proposed road to the Shing Shing cotton mill, and the fact that the attempt to cut off the beef supply of the Settlement is fresh in everyone's memory. When we read of Vietnamese who drink the blood of their victims and sanction the barbarities which have been lately described by our Kiu-chin correspondent, it is not surprising that the common people should show their lack of the restraints of modern civilization. *N.C. Daily News*.

## M. HANOTAUX ON THE WAR.

M. Hanotaux contributes to the *Gironde*, the leading French paper, an interesting appreciation of the present situation in Manchuria. After pointing out that the inferiority of the Russian army has been due to the fact that it has but one base of operations—namely, the Trans-Siberian Railway—and that the Japanese Gogai Staff thus always knows where to find it, he shows that the extraordinary audacity of the Japanese turning movements follows quite naturally as a logical consequence, and that Kuroki's so-called pincer had the same effect. It has all along been impossible for him to manoeuvre in the complete military sense of the word. M. Hanotaux raises the question as to whether Linch'ih will be freer in his movements. He thinks that, now that the field of operations is going to change, fortune may to a certain extent smile on the Russians, for henceforth Japan's sole base of operations will likewise be the Trans-Siberian, and the Russian army will have greater facility in manoeuvring. The double base of the Sanguai and Kirin imposes on the Japanese a double object: to manœuvre and the intervention of the Vladivostok army in the Japanese rear is possible. It is this hope of retrieving recent disasters which M. Hanotaux thinks is now probably inspiring the attitude of the Russian Government in its decision to continue the war. Intervention at present would be quite out of place, in M. Hanotaux's opinion, for Russia is in too weak a position to develop a counter-offensive, and peoples must consult merely their own interest and honour.

## ANGLO-JAPANESE COTTON.

Mr. F. Sugomore, the new Japanese Minister to the Argentine Republic, left Liverpool on March 30th by the Pacific Steam Navigation Company's steamer *Oreia*. Before embarking he called upon the Lord Mayor, Mr. John Lee, and Mr. P. E. J. Houldry, the Japanese Consul in Liverpool, by whom he was accompanied on a visit to the Exchange, the Cotton and the Wool Exchange. At both centres of commercial activity he was very cordially received, and in brief speeches he recalled the fact that Great Britain had had friendly relations with Japan for over 50 years, and expressed the hope that the commercial intercourse now existing would not only continue, but become wider and deeper. An extension of trade between Great Britain and Japan would, he said, be to the mutual advantage of both countries. The Lord Mayor, in response to a call for a speech at the Cotton Exchange, said he joined in offering a welcome to the representative of a country with which England was in happy alliance. He welcomed him for many reasons, and as commercial men they were especially glad to meet him. They had great trade of business with Japan in the future, and whether the Japanese brought cotton from us or sent cotton to us, they might depend upon it, it would be for the benefit of both countries, and they might hope for an alliance with cotton and with everything else that was good for the mutual benefit of England and Japan.

## KODAK

## FILMS &amp; ACCESSORIES.

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## LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHHEH

Hongkong, 27th December, 1904.

## THE JAPANESE LOAN.

GREAT RUSH FOR PROSPECTUSES.  
The *Standard* of March 29th said: From the particulars given in our City article it will be seen that the details of the Japanese loan announced yesterday afternoon are in accordance with the information given in *The Standard* on Friday last, and, if the extraordinary rush which took place for the prospectuses is any criterion, the flotation is likely to meet with as great success as that which has characterized all previous appeals by Japan to this market. The announcement that the prospectuses would be ready at four o'clock in the afternoon drew big crowds within the precincts of the issuing banks quite early in the afternoon, and at four o'clock there was an excited rush, the crowds assembling outside Parr's Bank, for example, extending from the doors of that institution at the bottom of Bartholomew-lane right up into Threadneedle-street. Within the space of half an hour, 70,000 prospectuses had been distributed by Parr's Bank alone, and some idea of the reception of the loan may be gathered by the fact that, although the subscription lists only open this morning, the whole of the English portion of the loan was more than covered at the offices of one leading firm of brokers alone, while applications from the Continent last night amounted to several millions sterling—a fact which speaks volumes for the change which has taken place within the space of one year in the credit standing of Japan.

In view of the rumours circulated some time back with regard to the immense purchases of war material and so on by Japan in Germany, it may perhaps be of interest to state that there seems to be little doubt that the greater part of the proceeds of the present loan will be retained in this country. The desire evinced by Japan in the past to avoid any undue disturbance of the London money market is again to the fore. As we mention in our City article, the easier monetary conditions late in the afternoon yesterday were mainly due to Japan having lent a million of her unemployed balances in the money market, and while that action can perhaps be attributed to a natural desire to facilitate the flotation of the new loan, it is none the less indicative of the manner in which the agents acting for the Japanese Government are alive to the importance of "popularising" Japanese finance in Lombard-street.

At New York the new Japanese bonds are selling at four per cent premium. The advance applications were largely in excess of the available amount. The premium points to speculation and reselling, unless the bonds are judiciously awarded.

## WORLD'S TRADE.

## UNITED KINGDOM HEADS THE LIST WITH £781,858,000.

GERMANY SECOND.  
The Board of Trade returns for 1904, show that the trade of the United Kingdom for that year reached the great total of £781,858,000, as against £573,174,000 for Germany and £512,845,000 for the United States, her nearest competitors.

Details of imports and exports of the various countries are given below, together with the figures for 1903—

	1903.	1904.
Germany	£300,134,000	£314,549,000
Belgium	101,689,000	104,758,000
France	192,048,000	181,458,000
Switzerland	46,396,000	48,406,000
Spain	33,971,000	33,855,000
Italy	74,478,000	74,325,000
Austria-Hungary	79,213,000	85,211,000
United States	17,158,000	14,098,000
Japan	207,395,000	215,14,000
United Kingdom	32,102,000	37,588,000
British India	54,046,000	63,652,000
United Kingdom	473,027,000	461,040,000

	1903.	1904.
Germany	£250,782,000	£258,625,000
Belgium	79,775,000	82,211,000
France	170,090,000	179,020,000
Switzerland	35,276,000	35,334,000
Spain	33,437,000	33,113,000
Italy	60,697,000	64,608,000
Austria-Hungary	87,741,000	86,220,000
United States	20,048,000	21,355,000
Japan	38,697,000	29,071,000
British India	95,892,000	105,007,000
United Kingdom	290,800,000	302,818,000

United Kingdom imports show an increase in 1904 of £2,013,000 over 1903, while in exports the improvement is only £1,018,000, a total increase of £9,031,000.

In Germany, on the other hand, the improvement in imports reached £1,415,000, and in exports £7,898,000, a total increase of £23,308,000. The United States had a bad year. While her imports increased by £2,410,000, exports declined by £2,846,000, her total increase of trade being only £1,713,000.

## A MINISTRY OF COMMERCE BILL.

A Bill, which has for its object the creation of a Ministry of Commerce and Industry, is issued. It provides that the new Minister shall have an annual salary of £5,000, and be assisted by a permanent council of experts, representing various trades and industries, elected for five years. Part of the powers and duties of the Board of Trade, the Local Government Board, the Home Office, and the Board of Agriculture are to be transferred to the new Ministry, which may undertake the collection and publication of statistics and information relating to trade and commerce, and may also establish a department of manufactures to foster and develop manufacturing interests. Power is also given to establish a department to investigate the management of corporations, joint stock companies, etc., also a department dealing with commercial treaties and tariffs, and another dealing with commercial missions and foreign agents. Such foreign agents may be appointed, and trained if necessary, to represent the Ministry in any foreign country, colony, or dependency. This Bill is a private member's bill, and has been presented by Mr. Louis Sinclair, and is supported by Sir Albert Rollit, Sir Joseph Lawrence, Sir Christopher Furness, Sir F. Flannery, Sir William Tomlinson, and Mr. J. S. Randle. *Fall Mail*.

TRADE MARK.



TELEPHONE No. 135.

## TANSAN

PER CASE OF 48 PINTS... .. \$65

PER CASE OF 160 SPLITS... .. 8.00

## TANSAN

SOLE AGENTS—

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

40

## SKIN AND BLOOD PURIFICATION

## Cuticura Soap, Ointment and Resolvent

## Cleanse the Skin, Scalp and Blood

## Of Torturing, Disfiguring Humours with Loss of Hair

## WHEN ALL ELSE FAILS

Thousands of the world's best people have found instant relief and speedy cure by the use of Cuticura Resolvent, Ointment and Soap in the most torturing and disfiguring of itching, burning and scaly humours, eczema, rashes, itchings and inflammations.

Thousands of tired, fretted mothers, of skin-tortured and disfigured babies, of all ages and conditions, have certified to almost miraculous cures by the Cuticura remedies when the best medical skill had failed to relieve, much less cure.

Cuticura Treatment is local and constitutional—complete and perfect, pure, sweet and wholesome. Bathe the affected surfaces with Cuticura Soap and hot water to cleanse the skin of crusts and scales and soften the thickened cuticle, dry without hard rubbing, and apply Cuticura Ointment freely to allay itching, irritation and inflammation, and soothe and heal, and lastly take Cuticura Resolvent to cool and cleanse the blood, and put every function in a state of healthy activity.

More great cures of simple, scrofulous and hereditary humours are daily made by Cuticura remedies than by all other blood and skin remedies combined, a single set being often sufficient to cure the most distressing cases when all else fails.

Cuticura Resolvent, Ointment and Soap are sold throughout the world. Depot London, 10, Abchurch Lane, E.C. 4. Sole Agents, Hongkong, H. Price & Co., 12, Queen's Road Central.

[69—11]

## DR. NEWELL WILSON, DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central

Hongkong, 19th October, 1904. 51



## NEW ADVERTISEMENTS

**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press, Codes: A.B.C., 5th Rd. Licker's.  
P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**NOTICE.**  
**TRAINED NURSE**, returning to England about the end of MAY, would take charge of Invalid or Children on the voyage, in return for Passage Paid.  
Address—**"NURSE,"**  
Care of "JAPAN GAZETTE,"  
Yokohama, 20th April, 1905. [126]  
**THE GENERAL ACCIDENT ASSURANCE CORPORATION, LIMITED.**

**NOTICE.**  
The undersigned having been appointed AGENTS are prepared to accept risks at current rates.  
**THE HOLLAND CHINA TRADING CO.**  
Hongkong, 3rd May, 1905. [1127]  
**TO LET.**

**GROUND FLOOR**, No. 69 HOLLYWOOD ROAD, corner of Peel Street, suitable for an Office or Store. Gas and Water laid on. Apply on the premises.  
Hongkong, 3rd May, 1905. [1128]  
**TO LET.**

**A LARGE BUNGALOW** with Splendid View of the Sea Front, No. 2, BAY VIEW, KOWLOON. Containing Five Large and Three Small Rooms with Complete Electrical Fittings. Tennis Court and Garden.  
Apply to—**H. RUTTONJEE,**  
Hongkong or Kowloon. [1129]  
**TO LET UNFURNISHED—AT THE PEAK.**

**WITH Immediate Entry. LEE MUN, BARKER ROAD**, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.  
Apply to—**RUSSO-CHINESE BANK.**  
Hongkong, 3rd May, 1905. [1130]  
**CUSTOMS NOTIFICATION.**

**THE "PROVISIONAL REGULATIONS OF TRADE ON THE WEST RIVER, 1897,"** will be reissued and REVISED REGULATIONS, approved by the Consular Body at Canton, and by the Inspector General of Customs, will come into effect on the 1st MAY, 1905.  
Copies of the Revised Regulations may be obtained at the Customs Houses at Canton, Lappa, and West River Ports, or from Messrs. KELLY & WATSON, Hongkong.  
Under the Revised Regulations Vessels entering the West River via Wangmoo may, after complying with all Customs requirements there, proceed direct to either Kowloon or Samshui where the "Special River Pass" will be issued.  
**F. J. MAYERS,**  
Acting Commissioner of Customs.  
Custom House, Canton, 25th April, 1905. [1131]  
**BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR AMOY, STRAITS AND RANGOON.**  
The Company's Steamship  
**"ZAIDA,"**  
Captain G. M. Symmery, will be despatched as above on SUNDAY, the 7th inst., at DAYLIGHT.  
For Freight or Passage apply to  
**JARDINE, MATHESON & CO.,**  
Agents.  
Hongkong, 2nd May, 1905. [1125]  
**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**  
FROM YOKOHAMA, KOBE AND SHANGHAI.  
The Steamship  
**"TRIESTE,"**  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 7th May, or they will not be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th May, will be subject to rent.  
Bills of Lading will be countersigned by  
**SANDER, WHEELER & CO.,**  
Agents.  
Hongkong, 1st May, 1905. [113]

**INTIMATIONS.**  
**MUSIC.**  
**PIANO AND SINGING.**

**MR. A. GALUZZI** is prepared to take pupils at his studio in the CITY HALL or at their residences.  
For terms, etc., apply to the above, care of Robinson Piano Co.  
Hongkong, 19th April, 1905. [102]  
**CAFE WEISMANN.**

The Public are invited to pay a visit to our NEW ARTISTIC TIFFIN ROOMS.  
The only place of its kind in Hongkong.  
A Veritable Fairylad.  
Real German Fass-Bier on Draught.  
Entrance—**No. 14, WYNDHAM STREET.**  
Hongkong, 27th April, 1905. [1081]

**INTIMATIONS.**  
**WANTED.**  
**YOUNG Gentleman** desires situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese Colloquially. Excellent references.  
Apply to—**C. R.**  
Care of Daily Press Office.  
Hongkong, 29th April, 1905. [1102]  
**SITUATION WANTED.**

**ENGLISHMAN** (21), arriving from Home in a few days, requires situation. Seven years' London experience. Thorough knowledge of Book-keeping, Commercial Correspondence and Office Work generally. Excellent references.  
BOX 601.  
Care of Daily Press Office.  
Hongkong, 29th April, 1905. [1092]  
**NOTICE.**

**THE Undersigned** notifies that he has severed his connection with the Hongkong and Shanghai Banking Corporation, and has started in business at Hongkong as a GENERAL BROKER.  
**A. S. JONES, (Junior),**  
Hongkong, 2nd May, 1905. [1113]  
**NOTICE.**

**MR. ESSOOFALLY SOOLEMANJEE** will leave this Colony shortly and the business will be carried on by Mr. FEIZULABHOY ESSABHOY EBRAHIM who is Authorized to Sign our Firm. **ABDOULLAH EBRAHIM & CO.**  
Hongkong, 1st May, 1905. [1108]  
**NOTICE OF REMOVAL.**

**THE OFFICE of the MITSU BISHI COMPANY** has been REMOVED to No. 2, PEDDER STREET, The New Building next to the Post Office.  
Hongkong, 1st May, 1905. [1109]  
**LESSONS IN FRENCH.**

**NEW and easy method** of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, E. R.  
Care of Office of this Paper.  
Hongkong, 18th May, 1905. [49]  
**GOVERNMENT NOTIFICATION.**

**INFORMATION** has been received from the MILITARY AUTHORITIES that **GUN PRACTICE (Night Firing)** will be carried out on THURSDAY, the 4th May, at Pak-sha-wan towards entrance to Junk Bay, at 7 a.m., and finishing at 8 p.m., if the range is clear.  
If the weather is unfavourable on the above day, practice will take place on the following day.  
All ships, junks and other vessels are to keep clear of the range.  
**L. BARNES-LAWRENCE, Captain, R.N.,**  
Harbour Master, &c.  
Harbour Department,  
Hongkong, 25th April, 1905. [1094]  
**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**  
**IN THE MATTER OF THE COMPANIES ORDINANCES, 1865,**  
and  
**IN THE MATTER OF THE SAM YEE COMPANY, LIMITED.**  
**NOTICE IS HEREBY GIVEN** that by Order made by His Honour the Chief Justice of the Supreme Court of Hongkong in the above matter dated the 17th day of April, 1905, on the petition of LUK LAI CHO, Managing Partner of the YAN ON firm of No. 32 Bonham Street East, Victoria, Hongkong, Cotton Yarn Merchants, Creditors of the above named Company, IT WAS ORDERED that the SAM YEE COMPANY, LIMITED, be wound up under the provisions of the Companies Ordinance 1865.  
NOTICE is also hereby given that His Honour the said Chief Justice has appointed Mr. JOHN WILLIAM LEE-JONES to be the Official Liquidator of the Company for all purposes of such winding up and that the First Meeting of creditor will be held at the Office of the Official Liquidator, Supreme Court House, on WEDNESDAY, the 3rd day of May, 1905, at 4 o'clock p.m. and the First Meeting of Contributors will be held at the same place on the same day at 4.15 o'clock p.m.  
Dated this 20th day of April, 1905.  
**J. W. LEE-JONES,**  
Official Liquidator.  
1049

**WHY SHOULD BUSY MEN USE THE "ROYAL BAR-LOCK"?**  
IT is not because it makes writing easy—though that would be sufficient reason.  
It is not because it writes in sight—though that is important.  
It is not because it is the most durable—though that is its strongest point.  
It is not because it is unapproached for Cursive and Stencil manifolding—though that describes its capabilities.  
It is not because its daily output is 25 per cent. in excess of any other typewriter—though that is perfectly true.  
It is not for any one or two of the foregoing reasons—  
**BUT BECAUSE IT HAS ALL THESE ADVANTAGES COMBINED.**  
**J. C. DOS REMEDIOS & CO.,**  
Agents.  
Hongkong, 10th April, 1905. [942]  
**SUN FAT CO**

**MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.**  
EMBROIDERIES, LACES, SILK, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, LEONY FURNITURE AND FANCY GOODS.  
No. 82, QUEEN'S ROAD CENTRAL.  
Any Order Promptly Attended To.  
Hongkong, 12th January, 1905.  
**NOTICE TO KOWLOON RESIDENTS.**

**EXTRA COPIES of Daily Press** are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 38, Elgin Road, and Mr. AH YAU'S FERRY WHARF STALL. Price 15 cents per copy cash.  
Hongkong, 22nd December, 1903.

## TO LET

**NO. 1, RIFON TERRACE.**  
**FLATS** in MORETON TERRACE, facing the Polo Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE).  
GODOWNS: PRAYA ELAST.  
A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 29th June, 1904. [181]  
**TO LET.**

**WITH IMMEDIATE POSSESSION** the "FOREST LODGE" Causeway Road.  
Apply to—**H. N. MODY.**  
Hongkong, 2nd May 1905. [1114]  
**FOR SALE OR TO LET.**

**MARTINHOE—A FIVE ROOM BUNGALOW** on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.  
Apply to—**J. S. VAN BUREN,**  
20, Des Voeux Road.  
Hongkong, 13th April, 1905. [930]  
**TO LET.**

**A LARGE and SPACIOUS ROOM** or OFFICE on the First Floor of No. 34, Queen's Road Central (Opposite the Post Office).  
Possession from the 1st of May, 1905.  
Please apply to—**WONG CHU SANG,**  
Care of Yee Sang Fat.  
Hongkong, 26th April, 1905. [1072]  
**TO LET.**

**NO. 1, STEWART TERRACE, the Peak.**  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 29th March, 1904. [18]  
**TO LET.**

**NEW "KINGSCLERE" with Stables,** entrances in both Kennedy and Macdonnell Roads.  
For full particulars, apply to—**LINSTEAD & DAVIS,**  
Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1905. [478]  
**TO LET.**

**OFFICE ROOMS** at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately, or wholly. Rent moderate, cheaper if the whole is taken on a long lease.  
**SEVEN EUROPEAN HOUSES,** late P. Blackhead & Co. and Stewart, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.  
Apply to—**CHUNG SHUN KOO,**  
12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]  
**TO LET.**

**NOS. 74, CAINE ROAD.**  
GODOWNS Nos. 31a, 31b, 31c, Fraya East.  
Apply to—**COMPTON'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 1st March, 1905. [84]  
**TO LET.**

**DUNHEVED 33, Robinson Road.**  
Apply to—**HO U. MING,**  
81, Queen's Road Central.  
Hongkong, 11th April, 1905. [953]  
**TO LET.**

**EYRIE, Unfurnished, Newly repaired,** Painted and Coloured.  
No. 4, BELLIOS TERRACE, 1st Row.  
No. 21, " " 3rd Row.  
No. 18, " " 3rd Row.  
No. 20, " " 3rd Row.  
No. 7, BEACONSFIELD ARCADE, Top Floor.  
BISHOP'S LODGE SOUTH (Furnished) from 23rd June for 3 or 6 months.  
"WESTWARD HO" Bonham Road, Ground Floor.  
No. 1, DES VOEUX VILLAS.  
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.  
2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.  
Apply to—**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 26th April, 1905. [90]  
**TO LET.**

**NO. 22, ROBINSON ROAD.**  
**ONE ROOM**, on 1st Floor of No. 2, Pedder Street, for Office.  
Apply to—**AHMED RUMJAHN,**  
Hongkong, 29th April, 1905. [1108]  
**TO LET.**

**IN Hotel Mansions THREE OFFICES** commanding position on Front.  
Apply to—**M. J. D. STEPHENS, Solicitor,**  
18 Bank Buildings.  
Hongkong, 29th March, 1905. [845]  
**TO LET.**

**FOUR or FIVE OFFICE ROOMS** on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.  
Apply to—**L.**  
Care of Daily Press Office.  
Hongkong, 9th March, 1905. [675]  
**TO LET.**

**DWELLING HOUSES** on Pedder's Hill, occupation from the 1st June.  
For Further Particulars, apply to—**DAVID SASSOON & CO., LTD.**  
Hongkong, 6th April, 1905. [907]  
**TO LET.**

**SUITABLE for Offices, TWO ROOMS** in Prince's Building.  
Apply to—**LAUTS, WEGENER & CO**  
Hongkong, 4th March, 1905.

## TO LET

**NEW STORE** nearing completion to let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.  
Apply—**"ALPHA,"**  
Care of Daily Press Office.  
Hongkong, 18th March, 1905. [749]  
**TO LET.**

**NEW EUROPEAN HOUSES** in Cameron and Des Voeux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.  
Apply to—**CHINA MERCHANTS STEAM NAVIGATION CO.,**  
15 & 16, Connaught Road, Fraya W.  
Hongkong, 19th April, 1905. [1030]  
**TO LET.**

**TWO FIRST-CLASS SHOPS, European Style,** in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
Apply to—**HUMPHREYS' ESTATE & FINANCE CO., LD.**  
Hongkong, 21st June, 1904. [869]  
**TO LET.**

**OFFICES** in "Hotel Mansions" facing New Post Office and Hongkong Hotel.  
Apply to—**HENRY HUMPHREYS,**  
Alexandra Buildings.  
Hongkong, 7th January, 1905. [180]  
**TO LET.**

**PUBLIC COMPANIES.**  
**THE GREEN ISLAND CEMENT COMPANY, LIMITED.**  
**LOST.**

**THE CERTIFICATES** of 30 and 2 SHARES standing in the Register of this Company in the names of WONG LAM and APCAR GABRIEL APCAR respectively having been LOST, viz—  
Scrip No. 811—13399/13413—15 Shares.  
" " 238—28338/28352—15 " "  
" " 673—12262/12263—2 " "  
32 Shares.  
**NOTICE IS HEREBY GIVEN** that Duplicate Certificates for the said 32 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 13th April, 1905. [988]  
**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**LOST.**  
**THE CERTIFICATES** of 71 SHARES standing in the Register of this Company in the name of SI TAY have been LOST, viz—  
Scrip No. 16—951/990—40 Shares.  
" " 215—941/950—10 " "  
" " 216—3902/3922—21 " "  
71 Shares.  
**NOTICE IS HEREBY GIVEN** that Duplicate Certificates for the said 71 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 13th April, 1905. [989]  
**THE YANGTSE INSURANCE ASSOCIATION, LIMITED.**

**NOTICE TO SHAREHOLDERS.**  
**A DIVIDEND** at the Rate of Twenty-Five per cent. being Fifteen Dollars per Share, on the Paid-up Capital of the above Association, has been declared Payable in Tails at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after the date to Shareholders of record on the 1st April, 1905.  
By Order of the Board of Directors.  
**W. S. JACKSON,**  
Secretary.  
Shanghai, 12th April, 1904. [1032]  
**THE GREEN ISLAND CEMENT COMPANY, LIMITED.**

**FINAL NOTICE.**  
**ALL Shareholders** who were entitled to a proportion of the New Issue and who have not applied for such must apply immediately.  
Interest will be charged at the rate of twelve per cent. per annum on \$10 the amount payable in respect of each share from the 31st day of March, 1905.  
No application will be received after the 31st day of May next.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 26th April, 1905. [1082]  
**CHEAP BEDSTEADS FOR SALE.**

**THE Undersigned** has a very large stock of IRON BEDSTEADS and AMERICAN STEEL WIRE MATTRESSES on hand for Sale at very moderate prices.  
6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.  
6' 2" by 4' 6" " " " 6.50 "  
6' 2" by 5' " " " 7.50 "  
Prices for Bedsteads and various sizes of Mattresses on application.  
**A. TACK & CO.,**  
25, Des Voeux Road Central.  
Hongkong, 26th April, 1905. [1370]  
**ROBERT CRAWFORD'S C. C. C. WHISKY.**

Price ... .. \$10 Per Dozen.  
Sole Agent—**KWAN TYE,**  
110, Queen's Road Central.  
Hongkong, 12th April, 1905. [969]

## BANKS

**HONGKONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 1st May, 1902. [22]  
**HONGKONG & SHANGHAI BANKING CORPORATION.**

**PAID-UP CAPITAL** ... \$10,000,000  
**RESERVE FUND—**  
STRENGTH RESERVE ... \$10,000,000  
SILVER RESERVE ... 8,000,000  
**RESERVE LIABILITY OF PROPRIETORS** \$10,000,000  
**COURT OF DIRECTORS.**  
H. E. TOMKINS, Esq.—Chairman.  
H. W. SLADE, Esq.—Deputy Chairman.  
E. Goetz, Esq.  
Hon. W. J. Gresson, Esq.  
A. Hann, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.  
H. Schubart, Esq.  
E. Shellen, Esq.  
N. A. Slats, Esq.  
Hon. R. Shawan  
**CHIEF MANAGER—J. R. M. SMITH**  
**MANAGER—H. E. R. HUNTER.**  
Shanghai—H. E. R. Hunter.  
**LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.**

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of Two per Cent. per Annum on the daily balances.  
**ON FIXED DEPOSITS.**  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months 4 per cent. per Annum.  
**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 27th March, 1905. [23]  
**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**

**INCORPORATED BY ROYAL CHARTER, 1855.**  
**HEAD OFFICE—LONDON.**  
**CAPITAL PAID-UP** ... £800,000  
**RESERVE LIABILITY OF SHAREHOLDERS** ... £800,000  
**RESERVE FUND** ... £800,000  
**INTEREST** allowed on Current Accounts at the rate of 2 1/2 per cent. on the daily balances.  
On Fixed Deposits for 12 months 4 per cent.  
" " " " " 3 1/2 "  
" " " " " 3 "  
**T. P. COCHRANE,**  
Manager.  
Hongkong, 19th May 1904. [29]  
**THE MERCANTILE BANK OF INDIA, LIMITED.**

**AUTHORIZED CAPITAL** ... £1,500,000  
**SUBSCRIBED** ... £1,125,000  
**PAID-UP** ... £52,500  
**RESERVE FUND** ... £110,000  
**BANKERS:**  
**LONDON JOINT STOCK BANK, LIMITED.**  
**INTEREST** allowed on Current Accounts at the rate of 2 1/2 per cent. on the daily balance.  
**ON FIXED DEPOSITS—**  
For 12 months ... 4 1/2 %  
" 6 " ... 3 1/2 %  
" 3 " ... 2 1/2 %  
**EVAN ORMISTON,**  
Manager.  
Hongkong, 23rd May, 1903. [26]  
**INTERNATIONAL BANKING CORPORATION.**

**Fiscal Agents** of the United States in China, the Philippine Islands and the Republic of Panama.  
**CAPITAL AND SURPLUS.**  
**AUTHORIZED** ... Gold \$10,000,000  
**CAPITAL PAID UP** ... Gold \$3,947,200  
**RESERVE FUND** ... Gold \$3,947,200  
**HEAD OFFICE: New York.**  
**LONDON OFFICE:** Threadneedle House, E.C.  
Branches and Agents all over the World.  
**LONDON BANKERS.**  
**NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.**  
**UNION OF LONDON AND SMITH'S BANK, LIMITED.**  
**BRITISH LINERS COMPANY BANK.**  
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.  
**CHARLES R. SCOTT,**  
Manager.  
20, Des Voeux Road,  
Hongkong, 23rd January, 1905. [1062]  
**THE YOKOHAMA SPECIE BANK LIMITED.**

**ESTABLISHED 1880.**  
**CAPITAL SUBSCRIBED** ... Yen 24,000,000  
**CAPITAL PAID-UP** ... " 18,000,000  
**CAPITAL UNCALLED** ... " 6,000,000  
**RESERVE FUND** ... " 2,720,000  
**HEAD OFFICE—YOKOHAMA.**  
**BRANCHES AND AGENTS:**  
Tokio Kobe Nagasaki  
London Lyons New York  
San Francisco Honolulu Bombay  
Shanghai Tientsin Newchwang  
Dairen Peking Lianyung

**LONDON BANKERS.**  
**THE LONDON JOINT STOCK BANK, LIMITED.**  
**PARIS BANK, LIMITED.**  
**THE UNION OF LONDON AND SMITH'S BANK, LIMITED.**  
**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 5 1/2 per annum  
" " " 3 " 4 1/2 "  
" " " 2 " 3 "  
**TAKESU TAKAMICHI,**  
Manager.  
Hongkong, 29th March, 1905.

**THE BANK OF TAIWAN LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)  
**CAPITAL SUBSCRIBED** ... Yen 5,000,000  
**CAPITAL PAID-UP** ... " 2,500,000  
**HEAD OFFICE: TAIPEH, FORMOSA.**  
**BRANCHES AND AGENTS:**  
Amoy Kobe Tainan  
Anping Nagasaki Tamsui  
Foschow Osaka Tokio  
Keelung Shanghai Yokohama  
**HONGKONG OFFICE:**  
4, QUEEN'S ROAD.  
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.  
**S. SHIGEMURA, Manager.**  
Hongkong, 1st November, 1904. [1121]  
**THE DEUTSCH-ASIATISCHE BANK.**

**AUTHORIZED CAPITAL** ... Sh. Tals 7,500,000  
**HEAD OFFICE—SHANGHAI.**  
**BOARD OF DIRECTORS: BERLIN.**  
**BRANCHES:**  
Berlin Calcutta Hankow  
Tientsin Tainanfu  
**LONDON BANKERS:**  
Messrs. N. M. Rothschild & Sons,  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
**DEUTSCHE BANK (BERLIN), LONDON AGENT.**  
DIRECTION DER DISCONTO GESELLSCHAFT.  
**INTEREST** allowed on Current Account DEPOSITS received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.  
**M. ROMANN,**  
Manager.  
Hongkong, 1st April, 1905. [38]  
**IMPERIAL BANK OF JAPAN.**

**ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.**  
**SUBSCRIBED CAPITAL** ... Shanghai Tls. 5,000,000  
**PAID-UP CAPITAL** ... " 2,500,000  
**HEAD OFFICE—SHANGHAI.**  
**BRANCHES AND AGENTS:**  
Canton Peking  
Chefoo Penang  
Hankow Singapore  
Tientsin  
The Bank purchases and receives for collection, Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.  
**HONGKONG BRANCH.**  
Advances made on approved securities. Bills Discounted.  
**INTEREST ALLOWED** on Deposits At 2 1/2 per annum on Current Account daily balances.  
3 1/2 per annum on Fixed Deposits for 3 months  
4 1/2 " " " 6 " "  
5 1/2 " " " 12 " "  
**E. W. HUTTER,**  
Manager.  
Hongkong, 17th May, 1904. [27]  
**BOARD AND RESIDENCE.**

**COMFORTABLY FURNISHED ROOMS,** with Board.  
Apply to Mrs. MATHER, 2, Pedder's Hill.  
Hongkong, 1st January, 1899.  
**PENSION FRANCAISE AND RESTAURANT.**  
49, POTTINGER STREET.  
TENUE PAR MME. I. GUIOU.  
**FIRST-CLASS COOKING** BY A FRENCH COOK. Terms: \$3.50 per day. Reduced Terms for an Extended Stay.  
Hongkong, 13th January, 1905. [1068]  
**BOARD AND RESIDENCE.**

**MRS. GILLANDERS**  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [761]  
**"TANG YUEN,"**  
**BOARDING ESTABLISHMENT.**  
European Supervision. Excellent Cuisine and Accommodation.  
Apply—**MANAGERESS,**  
Macdonnell Road  
or  
**FAIRALL & CO.,** Queen's Road  
Hongkong, 2nd March, 1903. [51]  
**FIRST-CLASS BOARD & RESIDENCE**

**"ST. GEORGE'S HOUSE,"**  
2 & 4, KENNEDY ROAD, and  
"TOWER HOUSE," Kennedy Road.  
**EXCELLENT Table.** Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—  
Mrs. G. SACHSE.  
"St. George's House."  
Hongkong, 15th March, 1903. [70]  
**RUINART PERE & FILS, REIMS**

**ESTABLISHED 1719.**  
**CHAMPAGNE GROWERS AND SHIPPERS.**  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 18th May, 1905. [42]  
**DAVID CORSAIR & SON'S MERCHANT NAVY**  
NAVY BOILED LONG FLAX  
RELIANT CROWN TARPULIN  
ARNHOLD KARBURG & CO., Sole Agents.  
**THE AMERICAN SYSTEM OF DENTISTRY**  
Dr. M. H. CHAUN.  
37, Des Voeux Road Central, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [61]



# ROBINSON PIANO Co. LD.

THE  
PREMIER PIANO

FIRM AND THE  
ONLY PIANO SPECIALISTS

IN HONGKONG: NOT  
MERE DEALERS, BUY-

ING AT ONE PRICE AND  
SELLING AT ANOTHER,

BUT  
PRACTICAL EXPERTS

AND  
MANUFACTURERS

DEVOTED EXCLUSIVELY  
TO THE MUSICAL

INSTRUMENT TRADE.

These are  
FACTS OF THE

FIRST IMPORTANCE  
TO PIANO BUYERS.

This Company is also by far  
the LARGEST PIANO BUYER

IN CHINA and gives the most  
SOLID VALUES and

Wide Selection of Makes  
Chosen at the Factories—and

ABSOLUTELY GUARANTEED

Hongkong, 6th April, 1905.

INSURANCES  
UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITED

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against Fire at current  
rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904.

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903.  
£10,588,550.

I. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500  
II. FIRE FUNDS... 3,058,961 12 3

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.  
Agents.  
Hongkong, 21st April, 1897.

CARTRIDGES.  
IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

EULEY, SCHULTZ, AMBERITE  
AND KYNOCK'S SPORTING  
CARTRIDGES, 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes Nos. 10 to 55SS. AIR GUNS AND  
AMMUNITION in Variety.

WM. SCHMIDT & CO.  
FOR EUROPE AND AMERICA,  
India, Australia, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated  
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Subscription, paid in advance, \$12 per annum  
Postage to any part of the World \$2.

HIRANO WATER.  
THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.  
THE LEADING MINERAL WATER OF THE EAST.  
Bottled in Japan by H. E. REYNOLDS & Co.  
Beware of Japanese Imitations.  
F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903.

## COPPER COINAGE OF CHINA.

The *San Francisco Chronicle* says:—United States Consul Anderson, Hongchow, China, sends a brief report of the monetary operations in China, which indicates that the Chinese are not likely to reach a silver, but alone a gold, basis in the near future. He gives an account of a new mint established at Hangchow which will be devoted to the manufacture of cash, and he intimates that this ancient coin is likely to remain in favour indefinitely. He says:—

"A new mint for the coinage of copper cash and copper 5, 10 and 20 cash pieces is under construction in Hangchow and from the scale upon which the work has been commenced it looks as though the plans of the provincial officials for an extensive establishment would be realized. The general understanding is that the present mint will continue to operate. Altogether the output of the two concerns will be very large, aggregating 2,800,000 pieces per day.

"The new mint is to have twenty machines and complete outfit, and will be arranged for day and night work. The machines have been ordered in Germany, and are similar to those now in use in the old mint, which was started in May, 1903. The old mint has eight machines, and turns out about 800,000 pieces per day. The machines need repairs, and the minting process (two engines of English make) is in bad shape, both because of original weakness and by reason of unskilled labour in its management. The engines and the stamping machines and accessories are of the cheapest sort. Having no experience to guide them, the authorities establishing the concerns naturally took the cheapest in the market, and it is not certain that they were not wise in view of the manner in which the machines are managed. It is proposed to run the new mint on the most modern principles, but how far this promise is real progress is hard to say. The buildings, are being constructed in an unusually substantial manner for such concerns in this part of China, and a large number of workmen are engaged upon them. It is expected that the establishment will be in working order by the middle of May, 1905.

A large number of mints have been built in China in the past few years, and the 10 and 20 cash pieces are rapidly superseding the old single cash pieces with the square hole in the middle for stringing them. At first in Hangchow the 10 cash coins were issued and sold at the rate of 110, or nominally 1100 cash to the dollar (Mexican), but later the price was raised to 100 per dollar, nominally 1000 cash to the Mexican dollar. With the Mexican dollar changing for an average of about 800 cash, however, and with Shanghai taking all of these coins it could get at 84, or nominally 840 cash to the dollar, the price was raised to 90, or 900 cash to the dollar, and it has remained at that point ever since.

A large number of 2-cent or 20-cash pieces are being made, most of them being shipped to Ningpo, where they are very popular. The Chinese authorities of this province are making no arrangements for the coinage of silver pieces of any denomination. From the manner in which they talk they seem to have no expectancy of anything in the way of monetary reform in the empire. Their coinage of these copper cash pieces seems to have been very profitable, but they will give no figures with respect to their profit.

THE CHINESE RESIDENT AT  
LHASA MURDERED.

The *Sinquepoo* published the following telegram dispatched from Cheung, Sn., on the 21st inst.—To-day at 2 p.m. a telegram from Tachienlu, on the Tibetan border, was received by the Viceroy reporting the murder by Patang Tibetans of H. E. Feng Chuan, the newly appointed Chinese Imperial Resident to Lhasa. All who accompanied his Excellency were also murdered at the same time.

Feng Chuan, the murdered Imperial Resident, while on his way to Lhasa, was ordered by a special edict from Peking to investigate, en route, the recent murder of a Chinese officer and some soldiers at the Luma temple of Tainin, by the very Tibetans, apparently, who have murdered him. The unfortunate official was on his way to the temple in question when murdered. The distance between Tachienlu and Peking, the scene of the murder, is about 350 miles, while Tachienlu is about the same distance from Chengtu.

EXTRAORDINARY SCARE  
AT SWATOV.

It is reported, says the *Swatow correspondent* of the *N.C. Daily News*, that a quantity of poisoned wheat flour has found its way into the country, and is being consumed with fatal effects. Even foreigners are affected by the scare, and some refuse altogether to eat bread. It is certain that a number of deaths have occurred in the country from a trouble which the natives cannot identify. They know the symptoms of both plague and cholera, and it is either of these. They have two explanations of the poisoning. One is that this is a quantity of flour poisoned by the Russians in the hope that it would be held up by the Japanese, and so work their harm. The other, and more coloured explanation, is that someone was smuggling morphia concealed in flour, and that the medicine got loose. As the consignees lost track of the bags with the powder in them they simply sold the lot rather than lose their profits. But each explanation leaves a wide margin for debate, and the two together cut hard at the import of flour for the present.

Calvert's Carbolic Toilet Soap.

Calvert's Carbolic Ointment

Calvert's Carbolic Ointment

Calvert's Carbolic Ointment

Calvert's Carbolic Ointment

Calvert's Carbolic Ointment

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Calvert's Carbolic Ointment

## "ODOROUS COMPARISONS."

A newspaper published in the Straits seems to have indefinite ideas on naval matters, so indefinite that they are one thing at the top of a column but something entirely different at the bottom. "Most Magnificent Sea Spectacle Since the Armada"; "Forty-four Mighty Vessels in Battle Array" (a collier's "battle array" is not bad in its way); and then the anticlimax, "Not a Strong Fighting Lot. The Big New Battleships and Cruisers so far Unreported." But the reversion to the magnificent comes on again in this really eloquent passage:—

"Since the Duke of Medina Sidonia took the Invincible Armada out of Lisbon, some three centuries ago, the world has seen no naval parade of such vast magnificence."

And some more to that effect. But to come down from the empyrean to the ordinary dull prose of everyday life, might we mention that at Lagos in 1903 the joint Mediterranean, Channel, and Home Fleets tottered about one hundred and sixty fighting ships, as against this Baltic squadron's 10; or ten times as vast magnificence as a naval pageant. At the Jubilee Naval Review in 1897 there must have been about 140 fighting ships, and nearly as many at the Coronation Naval Review in 1902. Often, when the divisions of our Mediterranean fleet meet, the aggregate of fighting power is easily double of the whole Baltic Armada. But all this is the mere commonplace of the British navy. Russia has made an enormous effort to accumulate what under the British white ensign would be no more than a fourth-rate fleet, the like of which, and more than which, happens scores of times every year in our navy. It was, in its particular way, a fine spectacle, the only naval part of which was the long peacock tail of attendant colliers. But many big things in the naval world have happened since 1898. The name "Armada" is really the biggest thing belonging to Admiral Rozhdestvensky's venture.—*Singapore Free Press.*

JAPAN'S CUTENESS.

The launch of the *Kashima*, one of the two Japanese battleships which have been building in England, is, says the *Naval and Military Record*, an excellent illustration of the progress of the naval department at Tokyo. The orders were given immediately the war opened, the designs having been prepared previously. From the first, the Japanese were confident of success, but it was realised that however complete victory might be, their fleet must almost inevitably suffer some damage. As Russia was building two battleships of 16,000 tons, Japan determined to lay down a similar number, and the designs of the ships were, as usual based upon an improvement of British models. From another aspect the Japanese decision appears very clever. When the war opened Japan in her intention to contest the sea, Great Britain into the contest; this confirmed Japan in her intention to have the vessels built in England. The reason for this must be apparent. If Russia had succeeded in embroiling Great Britain, these vessels would have been at once available to take the sea, since the English Government would no longer be neutral. If, on the other hand, the conflict was maintained without the intervention of any other Power, the vessels would be neutral, until the war ceased, and would then be free to leave for Japan. From the first, Russia has realised the important effect of this clever move, and she has been fully conscious that in case of Great Britain joining in the fighting these two vessels would be flying the flag of the Rising Sun long before the two vessels building in the Baltic could be ready for sea.

AN AMUSING STORY.

The collision of the German cruiser *Frederick Karl* with the *S.S. Prince George* at Gibraltar follows a collision last year between the *Hohenoller* and a British torpedo-boat at Malta, the story of which is somewhat amusing. The torpedo-boat in question just touched the prow of the *Hohenoller* but did not damage its point. When the British Admiral came on board the Imperial yacht one of the first questions addressed to him by the Kaiser, who, it must not be forgotten is an Admiral of the British Fleet, was, "Where is the commander of the vessel which collided with the *Hohenoller*?" "I sent him to sea at once," was the British Admiral's reply. "I feared that if I didn't Your Majesty would clap him in irons." "You did well," laughingly answered the Emperor. "Perhaps that is what the Emperor has done to the Captain of the *Frederick Karl*. To run into a vessel at anchor is a national solecism.

NEW JAPANESE ISLAND.

A new island 4,300 yards in circumference has emerged from the sea three leagues south of Iwojima, in the Rikuu Archipelago, between Japan and Formosa.

The first indication was observed last November 14, when frequent detonations were heard lasting till November 23. On the latter date dense smoke began to rise and continued till December 5, when the outlines of an island became visible.

The island was visited on February 1 by inhabitants of Iwojima, who found the surface covered with volcanic tuff.

The island was surrounded by a belt of sand, and there was a boiling lake near the northern end and a peak 240 feet in height.—*Callender.*

GARRISON ORDERS.

HEAD QUARTERS,  
HONGKONG, 2nd May, 1905.

Schools.—No. 1. An examination for 2nd and 3rd Class Certificates of Education will be held in the Garrison School, Sandau Point, commencing at 9 a.m. on Friday next, the 5th instant.

R.I.M.S. *Harding*.—No. 2. The troops on R.I.M.S. *Harding* will disembark to-day with their light kit and be located as follows:—110th Mahratta Light Infantry in the Gun Club Hill Mathera. 53rd Burma Infantry in tents on the Whitfield Parade Ground. Other units with their respective corps.

By Order,  
R. A. Ross Major  
Chief Staff Officer.

THE  
DIRECTOR AND  
FOR 1905

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Small ... 6.00  
Obtainable at the *Hongkong Daily Press* Office  
and from the Local Booksellers.

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GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.  
Sole Agents of  
QUAN TAI & CO., Lima Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE AND MARBLE MONUMENT  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th January, 1905.

THE WORKS are well equipped with  
THE LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERIES, and also ELECTRICAL  
WORK.  
A LARGE STOCK OF MATERIAL is  
always kept at hand.  
The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 H.P.)  
especially built for SALVAGE PURPOSES,  
equipped with necessary gear, always ready to  
Short Notice.

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**"DARTRING" "LANOLINE"**  
A beautiful Skin  
atones for faults of feature. It is possessed by all users of  
"DARTRING" "LANOLINE"  
No imitation can bear the "Dartring"  
No imitation can be called "Dartring"  
Demand the genuine  
"DARTRING" TOILET "LANOLINE"  
in collapsible tubes  
"DARTRING" "LANOLINE" TOILET SOAP  
70-2

## GREGOR & CO., WINE AND SPIRIT MERCHANTS.

HONGKONG.

SANDEMAN BUCK & CO'S SHERRIES.

SANDEMAN'S LIGHT DRY SHERRY ... Per Dozen Quarts \$14.00  
SANDEMAN'S VERY PALE DRY SHERRY ... 20.00  
SANDEMAN'S DRY PALE NUTTY SHERRY ... 26.00  
SANDEMAN'S FINE OLD BROWN SHERRY ... 39.00

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our  
Customers all the advantages accruing from bottlings done at home under the direct supervision  
of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service  
of European Houses.

ALLEN'S  
LUNG BALSAM  
Cures deep-seated Coughs and Colds, Croup  
and all Bronchial Troubles.  
Small, Medium and Large Bottles.

JAPAN  
COALS.

HEAD OFFICE:—1, SUGA-GUCHI, TOKYO.  
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HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chafco, Tientsin, Nanking, Peking, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Saeki, Maizuru, Maizuru, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hoado, Kanata, Fajimoto, Mameda, Manoura, Onoura Otsuji  
Sasabara Tanboku, Yoshinaka, Yoshio, Yanokibara, and other Coals.  
S. MINAMI, Manager, Hongkong.

1.  
MITSU BISHI DOUKYARU  
AND ENGINE WORKS,  
NAGASAKI.  
CODE WORD: "DOCK."  
A.I. A.B.C. and Engineering Code Used.  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length ... 722 feet.  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 98 "  
Width of Entrance on Bottom ... 89 "  
Water on Blocks at Spring Tide 34 "

DOCK No. 1.  
Extreme Length ... 523 feet.  
Length on Blocks ... 519 "  
Width of Entrance on Top ... 88 "  
Width of Entrance on Bottom ... 77 "  
Water on Blocks at Spring Tide 20 "

DOCK No. 2.  
Extreme Length ... 371 feet.  
Length on Blocks ... 350 "  
Width of Entrance on Top ... 68 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with  
THE LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERIES, and also ELECTRICAL  
WORK.  
A LARGE STOCK OF MATERIAL is  
always kept at hand.  
The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 H.P.)  
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No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th January, 1905.

QUAN WAH & CO.

## VISITORS AT HOTELS.

HONGKONG HOTELS.	
Miss G. P. Anderson	Mr. A. H. Laing
Mr. J. C. G. Barthol	Mr. A. K. Lewis
Mrs. H. C. Bates	Mr. T. S. McAvan
Mr. & Mrs. J. E. Bing-	Dr. and Mrs. H. H.
ham and child	Macaulay
Mr. R. J. Black	Mr. W. McAvan
Mr. S. Blaney	Mr. D. Macquay
Mr. W. S. Bussell	Mr. C. H. Mackay
Miss Blaney	Dr. O. Macquay
Mr. F. K. Blair	Mr. & Mrs. E. Meikle
Mr. & Mrs. R. Boggan	Mr. F. Middleton
and infant	Mr. P. L. Miller
Mr. E. A. Bonner	Mrs. W. M. Meir
Mrs. R. W. Northwick	Mr. & Mrs. E. M. Moon
Mr. V. B. Bowden	Mr. R. H. Murray
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Mr. Hart Duck	Mr. O. C. Life
Hon. Dr. Francis Clark	Mr. W. Parfitt
Mr. T. Clark	M. A. P. Parfitt
Eng. Lt. and Mrs. H. I.	Miss E. O. Patey
Clogg, &c.	Mr. & Mrs. T. L. Perkins
Mr. C. Cunningham	Mr. & Mrs. A. H. Plais
Miss A. S. Cunningham	and infant
Miss J. G. Davies	Mr. E. V. Platt
Mr. F. O. Davies	Mr. & Mrs. F. O. Ramsey
Mrs. J. T. Davies	Mrs. J. S. Rouch & child
Mr. F. B. Deacon	Mr. C. Shott
Mr. F. Deacon	Mr. & Mrs. Frank
Mr. F. H. Deostille	Smythe
Mr. & Mrs. A. T. Downing	Mr. E. A. Snowin
Misses Duryea (S)	Mr. Geo. Somerville
Mr. C. P. Felvus	Mr. C. H. Soper
Miss H. Fox	Mr. H. H. Stanley
Mr. H. Fletcher	Mr. A. L. Stein
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Mr. E. C. Gillon	Mr. D. Thornbrow
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Mr. A. W. Grant	Miss J. Torney
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Capt. T. A. Hall	Mr. W. D. Trammell
Mr. R. H. Hanson	Mr. C. H. Trubshaw
Mr. J. Harding	Mr. C. S. Vickers
Mr. A. M. Hollis	Mrs. & Miss Walefield
Eng. Capt. Hurst, &c.	Mr. J. L. Wemyss
Mr. S. M. Jones	Capt. H. S. Whipple
Mr. J. P. Jones	Mr. and Mrs. C. E.
Mr. F. Korr	Mr. and Mrs. Wright
Mr. H. Kempf	Mr. F. C. Zehrmann
Mr. T. A. Krauss	

Major and Mrs. Keye  
Major and Mrs. Keshall  
Mr. Loader  
Mr. B. Martin  
Mr. & Mrs. Herbert  
Mr. & Mrs. Douglie  
Col. and Mrs. F. W.  
Bussy & children  
Mr. & Mrs. Oliver  
Mr. F. B. Ollis  
Major and Mrs. Painter  
Mr. A. R. Parker, &c.  
Mrs. Parker  
Major Parry  
Capt. Paxton  
Major Phillips  
Mr. H. E. Pollock, &c.  
Mr. and Mrs. Rymer  
Mrs. Suter  
Mr. A. Sutherland  
Mr. and Mrs. Smith  
Mr. Carl W. Smith  
Mr. W. O. C. Spickhaver  
Mr. Stockton  
Mr. Thomas  
Mr. G. O. Telfer  
Mr. and Mrs. Joseph  
Major Joking

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Mr. A. D. Asger  
Mr. & Mrs. J. A. Collis  
Mr. J. W. H. Ferguson  
Mrs. A. Foy  
Mr. and Mrs. Holliday  
Mr. M. H. Holman  
Mr. Jackson and child  
Mr. J. Watt Jamison

Mr. W. L. Leash  
Mr. Paul Lehrs  
Mr. J. Loth  
Mr. V. Lugbill  
Mr. Alex. J. Lugbill  
Mr. & Mrs. H. McKee  
Mr. McMillan  
Dr. W. B. A. Moore  
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Mr. and Mrs. Percio  
Mr. H. Schukter  
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Mr. F. W. Spier  
Mr. O. Steiger  
Mrs. Tennyson  
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Mr. and Mrs. Aschen-  
brenner  
Mr. J. M. Bataille  
Mr. N. R. Baugh & son  
Mr. W. R. Blanchard  
Mr. Bockelman  
Mr. L. S. Briggs  
Mr. & Mrs. G. N. Brinks  
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Mr. S. S. Eaton  
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Mr. Evans  
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Mr. J. H. F. Fagan  
Mr. E. Fernal  
Mr. J. Flaherty  
Mr. J. C. Gordon  
Mr. M. I. M. Graca  
Mr. G. H. Halden  
Mr. P. H.



SHIPPING.

**ARRIVALS.**  
DEWONGH, German str., 1,057, Goschen, 2nd May, Bangkok 26th April, Rio and Teak Squares.—North German Lloyd.  
HAITAN, British str., 1,182, 2nd May, Foonchow 27th April, Amoy 29th and Swatow 1st May, General.—Douglas Lapraque & Co.  
SAMUK, German str., 1,332, Fr. Rohwaldt, 2nd May, Bangkok via Swatow 22nd April, Rio.—North German Lloyd.  
SEBIA, German str., 2, 2, Jacobs, 2nd May, Amoy 31st April, General.—Hamburg-Amerika Linie.  
SLAVONIA, German str., 2,065, L. Mathsen, 2nd May, Shanghai 29th April, General.—Hamburg-Amerika Linie.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
2nd May.  
Cefila, British str., for Suez.  
Emma Luyken, German str., for Swatow.  
Hudson, British str., for Singapore.  
Kaiser, British str., for Chiofo.  
Progres, German str., for Swatow.  
Seckie, German str., for Singapore.  
Waiching, British str., for Swatow.

**DEPARTURES.**  
2nd May.  
ARMAND BEHIC, French str., for Europe.  
BOONDA, Norwegian str., for Canton.  
CHIVERN, Chinese str., for Shanghai.  
DEUCALION, British str., for Shanghai.  
ERNEST SIMONS, French str., for Shanghai.  
HOLSTEIN, German str., for Haiphong.  
NUMANTIA, German str., for Moji.  
QUANONAM, French str., for Shanghai.  
RINZ WILDMAN, Ger. str., for Melbourne.  
LOONONGANG, German str., for Tamsui.  
MATHILDE, German str., for Haiphong.  
TEAN, British str., for Manila.

**SHIPPING REPORT.**  
The British str. HAITAN reports: Foonchow to Amoy light wind and pleasant weather. Amoy to Swatow strong S.W. Swatow to Hongkong light winds and heavy southerly swell to Pedro; from thence to port foggy.

**VESSELS PASSED ANKER.**  
April 13, British str. Islander, Wright, April 11, from Singapore for Christmas Island.  
April 13, British str. Nurem, Bullen, from Calcutta for Batavia.  
April 14, Dutch str. Rhijens, Barand, April 14, from Batavia for Amsterdam.  
April 15, British str. Oropch, Barber, April 15, from Batavia for Amsterdam.  
April 15, British str. Ulysses, Evans, April 15, from Batavia for Tjilatjap.  
April 16, Dutch str. Madura, Haasnot, April 16, from Batavia for Amsterdam.  
April 17, Dutch str. Molang, Kleya, from Nantok for Tjilatjap.  
April 18, German str. Trino, Feb. 23, from Newport for Batavia.  
April 18, German str. Gaudon, Feb. 19, from Newport for Batavia.  
April 18, Swedish bge. Medea, Anderson, March 30, from Samarang for Calcutta.

**VESSELS IN DOCK.** 2nd May.  
ABERDEEN—DOCK—Yuk—Hing, Robert Cooke, Linn.  
OWLS—DOCK—Sirona.

**VESSELS ON THE BERTH.**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.

**FOR SWATOW.**  
THE Company's Chartered Steamship  
"EMMA LUYKEN"  
Captain Marions, will be despatched for the above ports TO-DAY, the 3rd inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 2nd May, 1905. 1116

**FOR SINGAPORE, PENANG AND CALCUTTA.**

**THE Steamship**  
"ARRATON APCAR."  
Captain E. Fey, will be despatched for the above ports TO-DAY, the 3rd inst., at 3 P.M., instead of as previously advertised.  
For Freight or Passage, apply to  
DAVID SASSON & CO., LD.,  
Agents.  
Hongkong, 2nd May, 1905. 957

**FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.**

**THE China Mutual Steamship**  
"TEENKAI."  
Captain Harris, will be despatched as above on SUNDAY, the 7th inst., at 5 P.M.  
For Freight, apply to  
NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, 2nd May, 1905. 1117

**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

**THE Steamship**  
"KENNEBEC."  
will be despatched about the 20th June.  
For Freight & further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Depart ment  
4, Des Voeux Road, Central.  
Hongkong, 2nd May, 1905. 1118

**NAVIGAZIONE GENERALE ITALIANA.**  
(Fiori and Rubattino United Companies.)

**STEAM FOR BOMBAY VIA SINGAPORE, PENANG AND PORT SAID.**  
Having connection with Company's Mail Steamers to ADEN, SUKZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
"ISCHIA."  
Captain Magrenzi, will be despatched as above on SATURDAY, the 13th inst., at NOON.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 1st May, 1905. 14

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.		3. From Blake Pier to Naval Yard.	
2. From Harbour Master's to Blake Pier.		4. From Naval Yard to East Point.	
DESTINATION	VESSEL'S NAME	FLAG & REG.	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	On 6th inst., at Noon.
LONDON & ANTWERP	PERA	Brit. str.	About 10th inst.
LONDON & ANTWERP	DEMAIRIE	Brit. str.	On 15th inst.
AMSTERDAM, LONDON & ANTWERP	DARDAIN	Brit. str.	On 9th inst.
AMSTERDAM, LONDON & ANTWERP	CALCAS	Brit. str.	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	On 6th June.
AMSTERDAM, LONDON & ANTWERP	TEKKAL	Brit. str.	On 20th June.
MARSEILLES, LONDON & ANTWERP, &c.	DUMBEA	Fr. str.	On 7th inst., at 5 P.M.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	On 16th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	SCOVIA	Ger. str.	On 10th inst., at Noon.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	On 30th inst.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	On 13th June.
GENOA, MARSEILLES & LIVERPOOL	LAURET	Brit. str.	On 27th June.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	On 20th June.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOL	Brit. str.	About 15th inst.
NEW YORK VIA SUEZ	SAGAMI	Brit. str.	About 20th inst.
VANCOUVER, VIA SHANGHAI, &c.	NUBIA	Ger. str.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	On 24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHLONIAN	Brit. str.	On 24th inst.
PORTLAND, OREGON	LYRA	Am. str.	On 21st inst.
AUSTRALIAN PORTS	NINGPOW	Brit. str.	On 11th inst., at Daylight.
AUSTRALIAN PORTS	ARABIA	Brit. str.	On 6th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	On 13th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TSINAN	Brit. str.	On 13th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PALEMBU	Brit. str.	To-day, at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KALAN	Brit. str.	To-day.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	WOOSUNG	Brit. str.	To-morrow, at 8 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TRIUMPH	Ger. str.	About 5th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MALTA	Brit. str.	On 10th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HANGAR	Brit. str.	On 7th inst., at 3 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FRITHJOH	Ger. str.	On 14th inst., at 8 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PROTEUS	Ger. str.	To-day, at 8 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	B. BJORNSEN	Ger. str.	To-day, at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ZALDA	Brit. str.	On 7th inst., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMMA LUYKEN	Brit. str.	To-day, at 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HAITAN	Brit. str.	To-morrow, at 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	LOONGSANG	Brit. str.	On 5th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	On 6th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	On 13th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KALIFONG	Brit. str.	On 6th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TJILATJAP	Dut. str.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MAUSANG	Brit. str.	On 11th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ABATON APCAR	Brit. str.	To-day, at 3 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SUBARAO	Brit. str.	On 9th inst., at 3 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ISCHIA	Ital. str.	On 13th inst., at Noon.

**REGULAR STEAMSHIP SERVICES**  
BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—	
SUBJECT TO ALTERATION.	
FOR	STEAMERS
ANPING VIA SWATOW	"B. BJORNSEN"
AND AMOY	C. OLSEN
SHANGHAI VIA SWATOW	"TRIUMPH"
AND AMOY	H. HANSEN
TAMUI VIA SWATOW	"FRITHJOH"
AND AMOY	H. A. HARALDSEN
TAMUI VIA SWATOW	"PROTEUS"
AND AMOY	CARL MOLLER

For Freight, Passage, and further information, apply to Bradley & Co.,  
LATE  
**OSAKA SHOSEN KAISHA.**  
Hongkong, 28th April, 1905. 14

**HONGKONG-MANILA.**  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	A. Notley	Manila via Amoy.	Sat. 6th May, Noon.
ZAFIRO	2540	R. Rodger	Manila.	Sat. 13th May, Noon.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 2nd May, 1905. 115

**JAVA-CHINA-JAPAN LIJN.**  
REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAVA PORTS	First half of June	JAPAN via SHANGHAI	First half of June
TJILATJAP.	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIMAHU	JAPAN	First half of June	JAVA PORTS	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports not through Bills of Lading.  
For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.  
Alexandra Buildings, 3rd Floor.  
Hongkong, 3rd May, 1905. 116

**PORTLAND & ASIATIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.	
STEAMSHIP	TONS.
"ARAGONIA"	4,433
"ARAGONIA"	4,193
"NICOMEDIA"	4,370
"NUMANTIA"	4,370

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 3rd May, 1905. 113

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship

"COROMANDEL."  
Captain G. M. Montford, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 6th May, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London will be conveyed from Bombay by the B.M.S. "Arabia," due in London on the 18th June, 1905.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 24th April, 1905. 11

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania &c.)  
THE Steamship

"EMPIRE."  
Captain Helms, will be despatched for the above ports on SATURDAY, the 6th May, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A duly qualified Surgeon and Stewardess are carried.  
N.B.—To insure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 12th April, 1905. 973

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
FRENCH MAIL STEAMERS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIAN, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.  
THE Steamship

"DUMBEA."  
Captain Boyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "ERNEST SIMONS" 30th May.  
S.S. "POLYNESIEN" 13th June.  
S.S. "CALEDONIEN" 27th June.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 3rd May, 1905. 12

**ALTERATION.**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"HAITAN."  
Captain Roach, will be despatched for the above ports TO-MORROW, the 4th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 1st May, 1905. 1111

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.  
1905.  
"SAGAMI" ... 20th May.  
"ERBOLL" ... 24th May.  
"HINDUSTAN" ... 24th June.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd May, 1905. 1283

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI."  
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays, at 8.30 A.M. Departs from Macao on Week Days about 2.30 P.M., and on Sundays at 3.30 P.M.  
FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5, 2nd Class \$1. 3rd Class 50 cents.  
Every Sunday will be on Excursion, at the following rates:  
1st and 2nd Class, Single Ticket \$1, Return \$2.  
3rd Class, Single 30 cents, Return 50 cents.  
Stowage 10 cents.  
Meals can be had on board.  
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given to the Captain, and the Half-ticket will be available for the following day.  
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
2nd Floor, 16, Victoria Street.  
Hongkong, 7th October, 1904.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA	About 5th May	Freight and Passage.
LONDON, &c.	COROMANDEL	Noon, 6th May	See Special Advertisement.
LONDON and ANTWERP	PERA	About 10th May	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	A. L. Valentini		
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	PALEMBU	About 13th May	Freight only.
(Passing through the Inland Sea)	E. G. Andrews		

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 2nd May, 1905.

**NORTHERN PACIFIC LINE.**  
BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Thursday, May 4th
HYADES	3,753	Wright	Tuesday, May 23rd

† Cargo only.  
CHEAPPAGES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 19th April, 1905. 17

**HONGKONG-NEW YORK.**  
AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
S.S. "ATHOLL" ... About 15th May.  
S.S. "NORDBOL" ... About 15th June.  
For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
Hongkong, 11th April, 1905. 1004

**INDO-CHINA STEAM NAVIGATION CO. LIMITED.**  
PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).  
FOR  
STEAMERS  
"LOONGSANG" ... Friday, 5th May, 4 P.M.  
"SINGAPORE, PENANG & CALCUTTA" ... Tuesday, 9th May, 3 P.M.  
"SHANGHAI" ... Wednesday, 10th May, 4 P.M.  
"KUDAT and SANDAKAN" ... Thursday, 11th May, 4 P.M.  
"MAUSANG" ... Thursday, 11th May, 4 P.M.  
\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.  
Hongkong, 29th April, 1905. 118



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,  
AND SUMATRA PORTS.

FROM	SHIP	TO	DATE
GLASGOW AND LIVERPOOL	"DEUCALION"	On 6th May	
GLASGOW AND LIVERPOOL	"KINTUCK"	On 8th May	
GLASGOW AND LIVERPOOL	"MENELOUS"	On 16th May	
GLASGOW AND LIVERPOOL	"NINGCHOW"	On 18th May	
GLASGOW AND LIVERPOOL	"HECTOR"	On 22nd May	
GLASGOW AND LIVERPOOL	"HYSON"	On 30th May	
GLASGOW AND LIVERPOOL	"PRIAM"	On 31st May	

## HOMEWARDS.

FOR	SHIP	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May	
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May	
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May	
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June	
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June	
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June	

## TRANS-PACIFIC SERVICE.

FOR	SHIP	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 21st May	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 24th April, 1905.

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# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons	WEDNESDAY, 10th May
R.M.S. "ATHENIAN" 3,850 Tons	WEDNESDAY, 24th May
R.M.S. "EMPEROR OF CHINA" 6,000 Tons	WEDNESDAY, 31st May
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	WEDNESDAY, 21st June
R.M.S. "TARTAR" 4,425 Tons	WEDNESDAY, 5th July

Hongkong to London, 1st Class, via St. Lawrence £30. via New York £28.  
Intermediate on Steamers, 240. and 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Market Street.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO BY CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks—

SHIP	Captain
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIRI"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to—  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 10th February, 1905.

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# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
SAILING DATES.

SHIP	DATE
PREUSSEN	WEDNESDAY 10th May
BOON	WEDNESDAY 24th May
BAYERN	WEDNESDAY 7th June
ZITEN	WEDNESDAY 21st June
DARMSTADT	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
BOON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
GNEISENAU	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 10th day of MAY, 1905, at Noon, the Steamship  
"PREUSSEN," Captain Dahl, with MAILED PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON on MONDAY, the 8th May. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 9th May, and Parcels will  
be received at the Agency's Office until Noon on TUESDAY, the 9th May.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards.  
Linen can be washed on board.

For further Particulars, apply to—  
**NORDDEUTSCHER LLOYD.**

**MELOHRS & CO., AGENTS.**

Hongkong, 27th April, 1905.

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# HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE  
LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SHIP	DATE
SEGOWIA	On 10th May. Freight.
SENGBAMBIA	On 30th May. Freight.
C. FERT. LAEIZ	On 13th June. Freight.
BRISGAVIA	On 27th June. Freight.
NUBIA	On 27th June. Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloons and cabins amply equipped. Lighted throughout by electricity.

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

# CHINA NAVIGATION CO. LIMITED.

FOR	SHIP	TO	DATE
SHANGHAI	"KALANG"	On 3rd May, 4 P.M.	
SHANGHAI	"WOOSUNG"	On 3rd May.	
CEBU and ILOILO	"KAIFONG"	On 6th May.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKSON, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	On 13th May.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
 Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 2nd May, 1905.

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## VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship  
"BENALDER,"  
Captain Molke, will be despatched as above  
on MONDAY, the 15th May.

For Freight, apply to—  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 12th April, 1905.

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## SHIPPING IN PORT.

SHIP	DATE
ANGHIN, German str., 1,672, Schaefer, 23th April—Bangkok 21st Apr., Rice—Butter- field & Swire.	
ARDOVA, British str., 2,270, W. L. Smith, 30th April—Kuching 24th April, Coals— Mitsui Bussan Kaisha.	
ARRATON APCAR, British str., 2,331, E. Fey, 30th April—Shanghai 27th April—David Sassoon & Co.	
B. A. BEVAN, Norwegian str., 541, A. Ander- sen, 1st May—Shanghai 26th April, Rice and Flour—Sander, Visser & Co.	
BENVENUE, British str., 3,330, R. Knoble, 30th April—Moji 19th April, Coal—Gibb, Livingston & Co.	
B. BROENSON, Norwegian str., 790, C. Olsen, 15th April—Pamoi, Amoy and Swatow 14th April, General—Osaka Shosha Kaisha.	
BOUSTAD, Norwegian steamer, 1,931, S. H. Gulickson, 29th April—Wuhu and Chin- kiang 24th April, General—Aagaard, Thoresen & Co.	
BOSCOMBE, British str., 2,433, Wisnom, 30th April—Moji 24th April, Coals—Bradley & Co.	
CAPILL, British str., 1,300, R. Bergon, 24th April—Barr 3rd March, Coal—Ordos.	
CHINA, American str., 3,185, D. E. Fields, 29th April—San Francisco 28th Mar., General— P. M. S. S. Co.	
COINSEY, British str., 2,157, Chas. E. Topp, 13th April—Cardiff 2nd Feb., Coal—Ordos.	
EMALUTERN, German str., 1,160, H. Marten, 24th April—Pekalonga (Java) 16th April, General—China.	
ERNA, German str., 984, Terpehn, 16th March. —Germany 1st January, General—Ordos.	
FLORIDA, Norwegian str., 2,239, H. P. Han- sen, 15th April—Sassob 10th April, Order.	
FEL, Norwegian str., 460, N. Anderson, 1st May—Haiphong 23th April and Hoihow 3th General—Aagaard, Thoresen & Co.	
HAKOI, French str., 749, P. Meertens, 29th April, General—Aagaard, Thoresen & Co.	
HELEN, German str., 771, J. Jesson, 30th April—Tientsin 23th April, Sugar and General—Johnson & Co.	
HERAKLES, Swedish str., 1,164, Grundels, 29th April—Gibraltar 24th Feb. and Sabang 2th April—Master.	
HUNSON, British str., 2,376, John Burnett, 29th April—Shanghai 25th April, General— Standard Oil Co.	
ISLEWORTH, British str., 1,716, Cox, 18th April, —Saigon 14th April, General—Dodwell & Co.	
KALGA, British str., 1,143, Speed, 1st May— Swatow 30th April, General—Butterfield & Swire.	
KANSU, British str., 1,153, Baddley, 26th April—Tientsin 11th, via Chefoo 12th and Swatow 25th April, General—Bur- terfield & Swire.	
KROONWAL, German str., 1,115, Kohler, 28th April—Bangkok 19th April, Rice— Butterfield & Swire.	
KOMUCHI, German str., 1,293, C. P. Sawich, 29th April—Gatung 23rd April, Rice— Butterfield & Swire.	
LEBA, Swedish str., 1,577, Hornsahl, 30th April, —Kobe 23rd April, General—China.	
LOONSWO, British str., 1,092, G. S. Weigall, 1st May—Manila 28th April, General— Jardine, Matheson & Co.	
LOTHIAN, British str., 3,711, J. C. Williamson, 12th Feb.—Port Neta, 15th Jan.—Dodwell & Co.	
MACQUARIE, British steamer, 2,073, St. John George, 25th April—Moji 21st April, Coal— Gibb, Livingston & Co.	
MATHILDE, German steamer, 678, Ch. Uldorff, 29th April—Quinhon 24th and Hoihow 28th April, Lumber—Johnson & Co.	
MAUSANG, British str., 1,544, R. Houghton, 30th April—Sandakan 24th April, Timber— Jardine, Matheson & Co.	
MICHAEL JESSEN, German str., 2,440, H. Bendixen, 29th April—Hamburg via Singapore, Cebu and Manila, 21st Feb., Ballast—Johnson & Co.	
ORMDALE, British str., 2,306, Jas. Hamilton, 29th April—Kobe via Moji 23rd April, Ballast—Bradley & Co.	
PERIN, British str., 2,322, W. W. W. Cooke, R.N.R., 1st May—Bombay 14th April, Cotton and General—P. & O. S. N. Co.	
PROGRESS, German str., 685, F. Bremer, 1st May—Swatow 30th April, Ballast— Sassoon & Co.	
QUEEN LOUISE, British str., 2,170, W. A. Hicoll, 19th April—Rangoon 6th April, Rice—Dodwell & Co.	
QUINTA, German str., 957, F. Frhm, 25th April—Saigon 21st April, General— Order.	

SAINT HELENA, British str., 2,707, McKie, 14th April—Cardiff 8th Feb., Coal—Ordos.	Takung, gunboat, Yangtze
SILVESTA, German str., 4,861, Bahle, 20th April, Shanghai 16th April, General—Hamburg- America Line.	Takou, destroyer, Liou, Gallard, Saigon
SUISANO, British str., 1,776, F. T. Wheeler, 1st May—Calcutta via Penang and Singapore 15th April, General—Jardine, Matheson & Co.	Yuan, battleship, (reserve) 6150 tons, 23 gun, 4560 h.p., Liou, Saigon
TEFFELD, German str., 670, H. Bothmann, 2nd April—Hamburg 2nd Feb., General— Carlowitz & Co.	Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Liou, Jemca, Canton
TOLOSAN, German str., 2,200, Rose, 14th April, —Tientsin 8th April, Coal—Johnson & Co.	Russard, cruiser, 1857 tons, 15 guns, 2500 h.p., Comdr. Hues
TEAPALAK, British str., 2,920, J. S. Crichton, 28th April—Kuching 22nd April, Coal— Mitsui Bussan Kaisha.	Fatherland, gunboat, 100 tons, 3 guns, 500 h.p., Captain von Buelow, Wuhu
TRINISTE, Austrian str., 3,203, D. Mistorio, 30th April—Shanghai 26th April, General— Sander, Visser & Co.	Furest Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Captain Provo
VOLUTS, British str., 2,580, E. Halliday, 1st May—Palimbang 24th April, Petroleum— Arnhold, Karberg & Co.	Gaier, cruiser, 1776 tons, 15 guns, 2960 h.p., Comdr. von Stauditz
WALSHING, British str., 1,170, Courtney, 22nd April—Wuhu 14th and Chinkiang 17th April, General—Jardine, Matheson & Co.	Hansa, cruiser, 6231 tons, 34 guns, 10,000 h.p., Captain Weber, Shanghai
WOORING, British str., 1,103, Downson, 27th April—Shanghai 23rd April, General— Butterfield & Swire.	Hertha, cruiser, 6500 tons, 37 guns, 10,000 h.p., Capt. Baron Schimann
YUNNAN, French str., 6,700, Depard, 30th April, —Colombo 15th April, General—Messa- geries Maritimes.	Ilia, gunboat, 1000 tons, 10 guns, 1900 h.p., Comdr. Buran von M. Hülse, Canton
A. G. ROSES, Amr. ship, 2,302, D. H. Rivers, 16th March—Philadelphia 16th Oct., Case Oil—Standard Oil Co.	Jaguar, gunboat, 900 tons, 11 guns, 1300 h.p., Commander Wilbrandt, Nanking
TEATACOR, British ship, 2,200, Hargre, 30th April—Cardiff 5th Sept., General— Government.	Lucho, gunboat, 850 tons, 10 guns, 1344 h.p., Commander Kronsche
WEST YORK, British barque, 720, W. L. Foster, 13th April—Newcastle 15th Jan., Coal— Order.	Moue, gunboat, 1000 tons, 8 guns, 875 h.p., Commander von Grumbkow, Manila
	Seadler, cruiser, 1640 tons, 15 guns, 2800 h.p., Commander Yung, Tientsin
	Thotis, cruiser, 2680 tons, 24 guns, 8000 h.p., Captain Voit, Shanghai
	Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Deimling, Amoy
	Titanis, cruiser, 3200 tons, 10 guns, 7471 h.p., Captain Borea Ricci, Haiphong
	Tsingtang, gunboat, 170 tons, 5 guns, 1300 h.p., Commander Giabbar, Canton
	Vorwarts, gunboat, 100 tons, 3 guns, 500 h.p., Lieut. Schart, Shanghai
	Elba, cruiser, 1860 tons, 14 guns, 4000 h.p., Captain d'Antas Ribeiro, Macao
	Maroo Polo, cruiser, 3300 tons, 15 guns, 7500 h.p., Captain Presbitero, Shanghai
	Paglia, cruiser, 2498 tons, 29 guns, 7000 h.p., Captain Dyer, Cavite
	Annapolis, gunboat, 1000 tons, 12 guns, 1237 h.p., Captain Rohrer, Shanghai

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspern, cruiser, 2437 tons, 20 guns, 7300 h.p.,  
Capt. Friedrich Grinzenberger, Singapore

Kaiserin Elisabeth, cruiser, 4000 tons, 20 guns,  
5000 h.p., Captain Michi, Japan

FRANCE.

Acheron, armoured gunboat, 1796 tons, 10 guns  
1700 h.p., Lieut. Ferret, Saigon

Agrus, gunboat, 123 tons, 3 guns, 500 h.p.,  
Lieut. Jeannel, Canton

Aspl, gunboat, 475 tons, 3 guns, 450 h.p.,  
Lieut. Grellier, Saigon

Avalland, gunboat, 140 tons, 5 guns, 150 h.p.,  
Haiphong

Baionnette, gunboat, Lieut. Lefevre, Saigon

Caronde, gunboat, Lieut. Hua, Saigon

Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p.,  
Saigon



